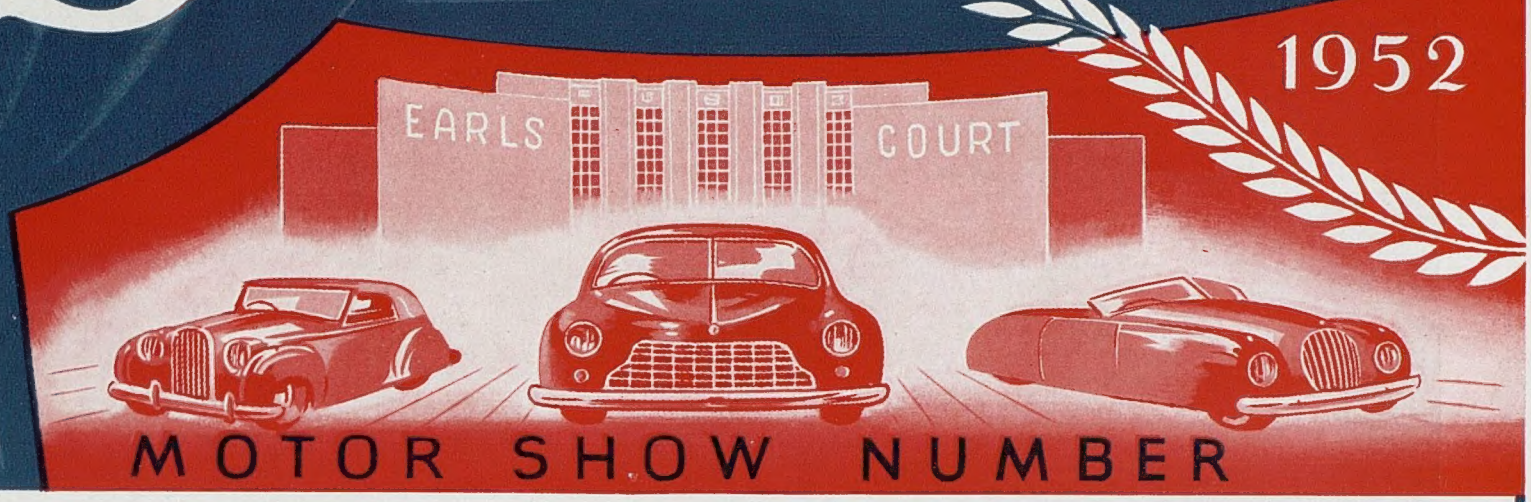
VOL. CCXI, No. 2750

Fit "TripleX" Regd - and be safe

THE SPHERE, OCTOBER 25, 1952
With which is incorporated "BLACK & WHITE"
2/-

The SPHERE



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Backed by over a hundred years of perfect blending
1/9 EACH
MADE BY J. R. FREEMAN & SON LTD.

BY APPOINTMENT TO THE LATE KING GEORGE VI
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PLEASE COMMUNICATE DIRECT IF YOU HAVE ANY DIFFICULTY IN OBTAINING SUPPLIES
PROPRIETORS Kerbarn & Ross KELVINBRIDGE, GLASGOW

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Gaymer's CYDER
Preferred by people of good taste

THE ARISTOCRAT OF LIQUEURS
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Limited supplies are distributed as fairly as possible.

VAPEX
For head colds
B-R-E-A-T-H-E THE VAPOUR from the handy POCKET INHALER
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V316
USE VAPEX AND BREATHE FREELY

double the bubble WITH 'Polly'
APOLLINARIS — NATURAL SPARKLING SPRING WATER

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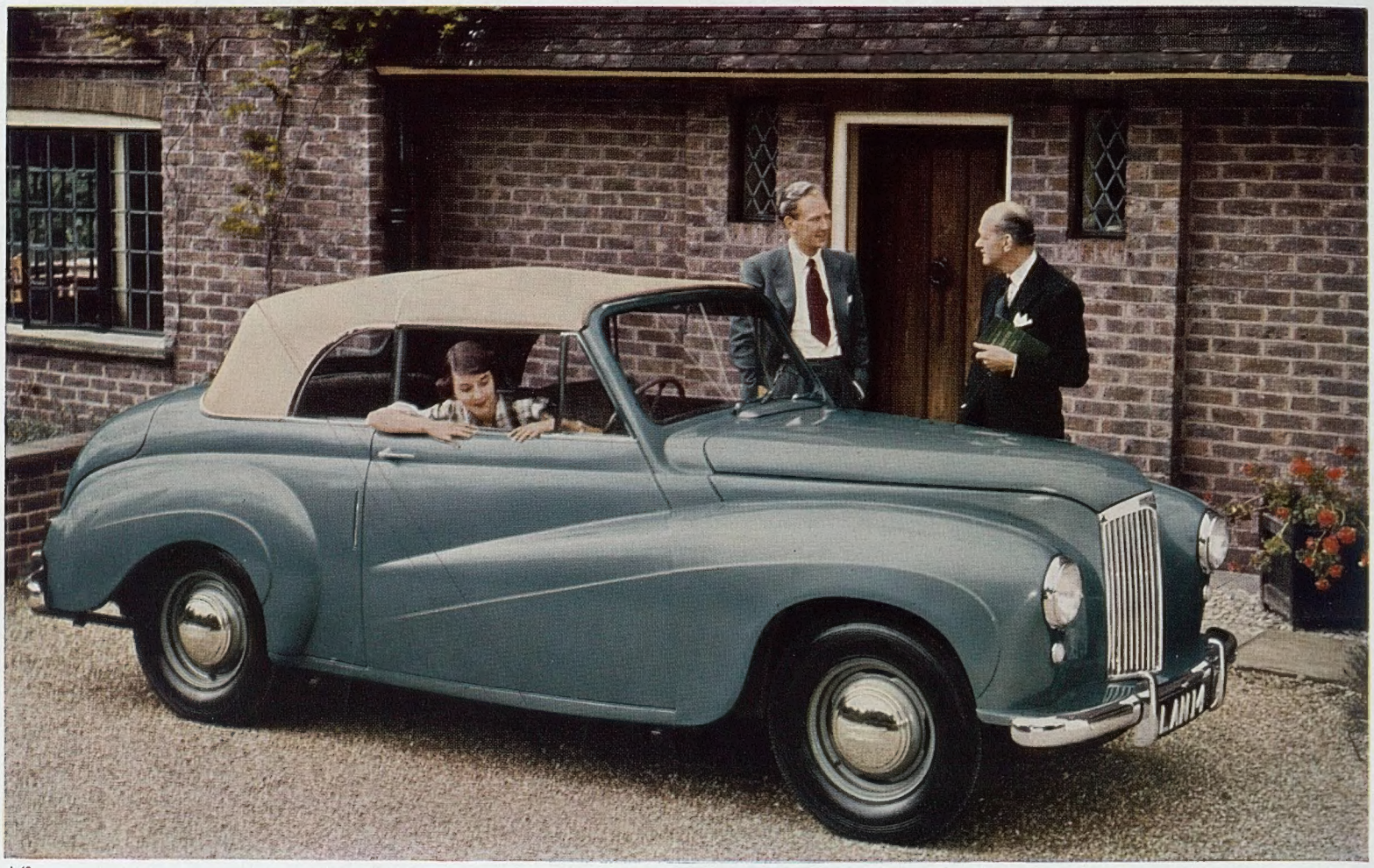
Much more than meets the eye!



L.48

The Lanchester Fourteen is available as a coupé with power operated hood which has a smart intermediate de ville position and folds neatly away at the touch of a button, or as a luxurious saloon, upholstered in real leather and air-conditioned.

EVEN a glance at the Lanchester Fourteen will tell you that it is a better car than most. But just *how* much better you will only know after you have driven it for many happy miles in sun and rain, on good roads and over stony tracks. Then, and only then, will you appreciate fully the skill that has gone into that grand workmanlike engine, the beautifully designed body, the superb springing. And more every day will you bless the famous fluid drive*—the smoothest transmission in any car today—and the dozens of other refinements that make the Lanchester, as the years go by, a *friend* as well as a car.

Licensed under Vulcan-Sinclair and Daimler patents

BY APPOINTMENT
Motor Car Manufacturers
To the late King George VI

the lively, likeable Lanchester *on Stand 166*

If you can't get to the Earls Court Show, but would like to know about the Lanchester Fourteen, send us a card. We will be pleased to send full technical information for your appraisal.

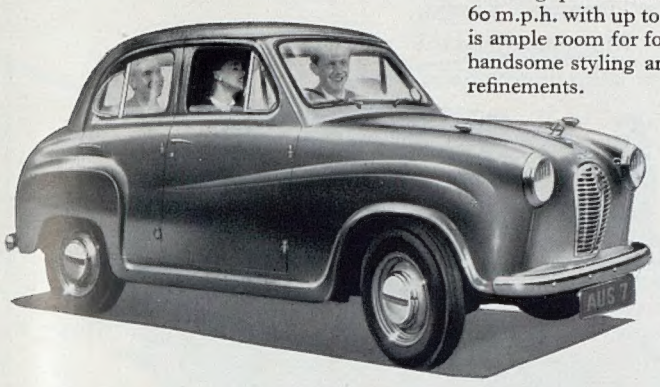
THE LANCHESTER MOTOR COMPANY LIMITED, COVENTRY

It's AUSTIN at the Motor Show!

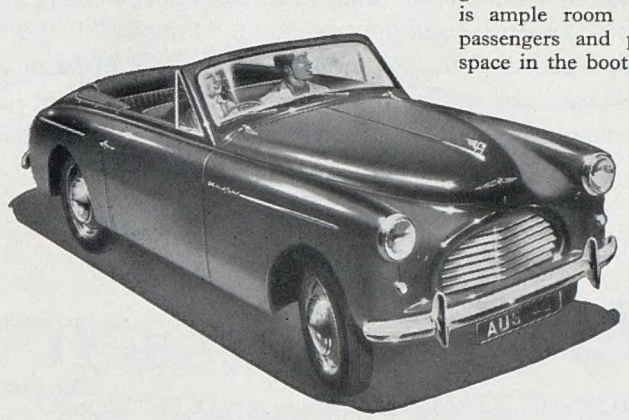
THE Show's greatest attraction — the Austin range! From Seven to Sheerline, these fine cars are the main objective of most show visitors. Every one, with its own combination of brilliant performance, comfort and running economy, has hosts of would-be owners.

Once more at Earls Court—Austin take the honours!

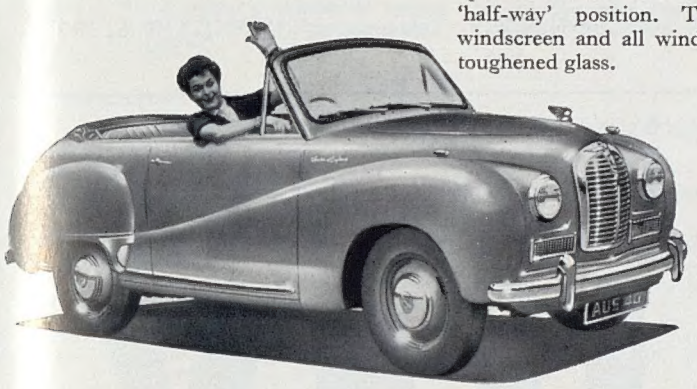
A30 SEVEN Smart, roomy, dependable — the 'Seven' will again be a big favourite. The high-efficiency O.H.V. engine has a startling performance—speeds over 60 m.p.h. with up to 50 m.p.g. There is ample room for four plus luggage, handsome styling and many big-car refinements.



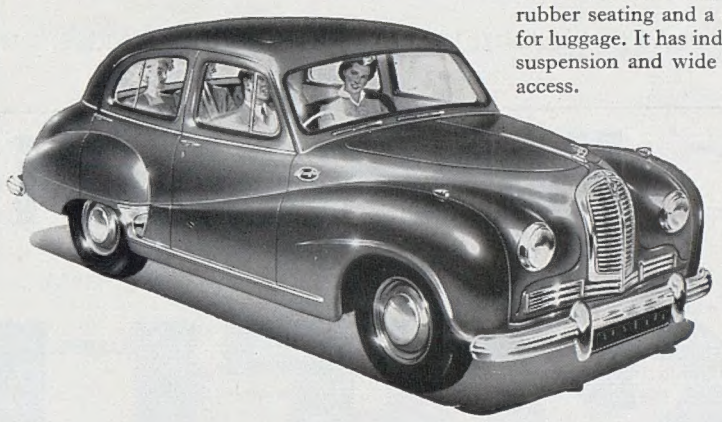
A40 SPORTS An attractive, active sports car built for enthusiasts. It's the car that travelled round the world in 21 days. The easily-erected hood gives all-weather protection. There is ample room for driver and 3 passengers and plenty of luggage space in the boot.



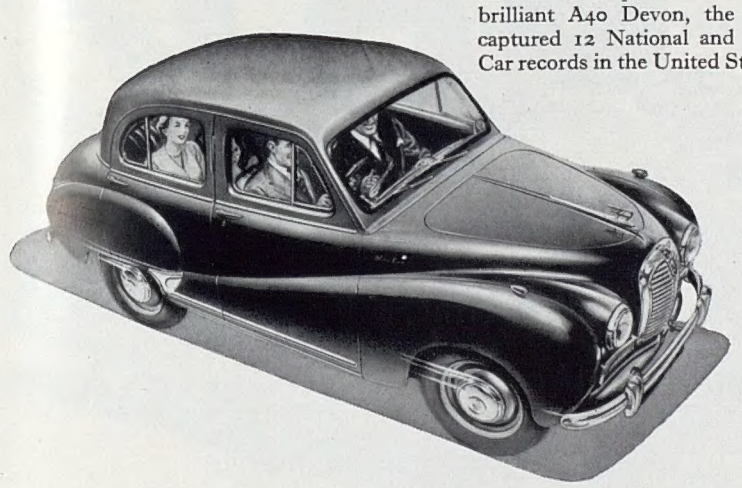
NEW A40 COUPE A bright newcomer to the Austin range. It's a good-looking, versatile, roomy model for all-round motoring pleasure. The weatherproof hood is easy to operate and can be retained in the 'half-way' position. The curved windscreen and all windows are of toughened glass.



A70 HEREFORD A powerful, smooth-riding family or business saloon. There is comfortable foam-rubber seating and a capacious boot for luggage. It has independent front suspension and wide doors for easy access.



A40 SOMERSET The latest saloon in the famous A40 series. It is roomier, more comfortable and gives an even better performance than the brilliant A40 Devon, the car that captured 12 National and 36 Stock Car records in the United States.



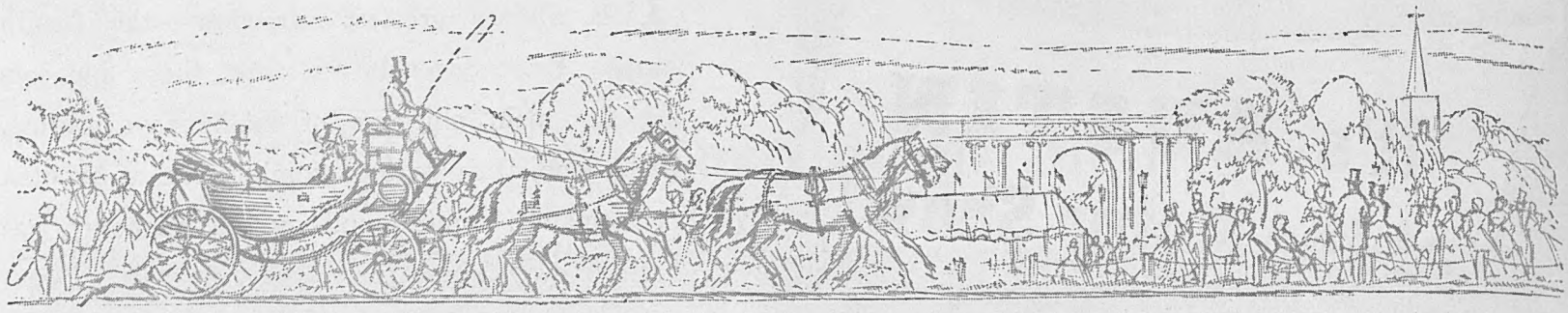
A125 SHEERLINE A truly distinguished saloon. The 6-cylinder O.H.V. engine gives a smooth, effortless flow of power. The bodywork is gracefully styled, the interior sumptuously fitted. Here is everything to please the most critical motorist.

See also the new A135 Princess Limousine on the Vanden Plas Stand No. 102.

AUSTIN—you can depend on it!

STAND 157

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM



The Wheels of Change and Fashion

Vanden Plas coachwork, famous for half a century, has always been in advance in dignity of design and quality of workmanship. Beautiful examples are still proudly owned, fitted to many well-known vintage chassis. To-day Vanden Plas coachwork is built exclusively for the Austin "Princess" Saloon, Touring Limousine and the new Austin "Princess" long-wheelbase Limousine. The same standard of specification, distinction of design and quality of finish is maintained in these latest productions, equivalent in every way to the best of the past yet still in advance of its contemporaries in modern conception and unequalled in value.

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COACHBUILT SALOON on the Austin 'A 135' Chassis

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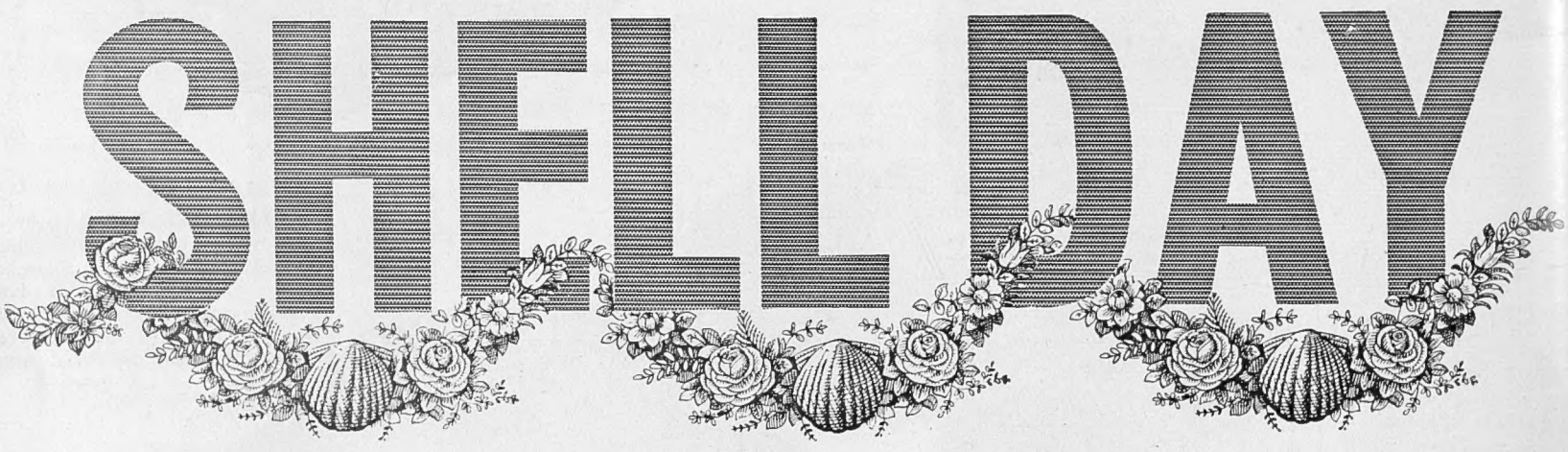
VANDEN PLAS (ENGLAND) 1923 LTD., KINGSBURY WORKS, KINGSBURY, LONDON, N.W.9. Telephone: COLINDALE 6171-2

February 1st is



That's the welcome-back day for the greatest of all petrols. The day you'll re-discover that **Shell spares your engine and improves your mileage.** It will be the best day ever for all motorists because Shell has the latest and best refining processes * in the world!

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CONSUL

The Motor says...

PERFORMANCE

ZEPHYR-SIX— "Outstanding performance . . . the engine turns with really electric motor smoothness . . . will out-accelerate any car in its class."

CONSUL— "Good all round acceleration . . . very smooth . . . conforms to an acceptable standard of silence."

COMFORT

ZEPHYR-SIX— "Will carry six people in comfort — with room to spare."

CONSUL— "The Front suspension is unique . . . an extremely comfortable ride . . . good bump absorption . . . an entire absence of pitch or float."

SAFETY

EPHYR-SIX— "Accurate and sensitive steering . . . potent braking system . . . very safe."

ONSUL— "Tenacious road holding . . . on corners . . . ease of control . . . the steering is notable for lightness."

STYLE

PHYR-SIX— "Clean attractive lines . . . fine styling . . . sensible lack of ostentatious decoration."

ONSUL— "That rare vehicle — an everyman's car that is basically good by any standard."

The Autocar says...

PERFORMANCE

ZEPHYR-SIX— "A genuine speed of over 80 m.p.h. — will cruise all day between 60 and 70 m.p.h."

CONSUL— "Full advantage has been taken of modern ideas in design. A quick no-fuss getaway from cold."

COMFORT

ZEPHYR-SIX— "Roomy without being cumbersome . . . the interior — neat yet business like."

CONSUL— "The suspension permits very little roll . . . riding is level on average surfaces — severe shock is absorbed."

SAFETY

ZEPHYR-SIX— "The steering — light and very positive . . . the brakes — powerful yet progressive . . . visibility is extremely good."

CONSUL— "The car rides extremely well and has powerful brakes . . . steering is fingerlight yet definite."

STYLE

ZEPHYR-SIX— "A very satisfactory car . . . has a clean external appearance with balance of line."

CONSUL— "A smart car entirely in the modern style . . . clean lines and a smooth appearance . . . one of the outstanding cars produced since the war in the popular class — has handling qualities that would be acceptable on a car of any price."

CONSUL: £470 plus P.T. £262. 12. 3

ZEPHYR-SIX: £532 plus P.T. £297. 1. 1

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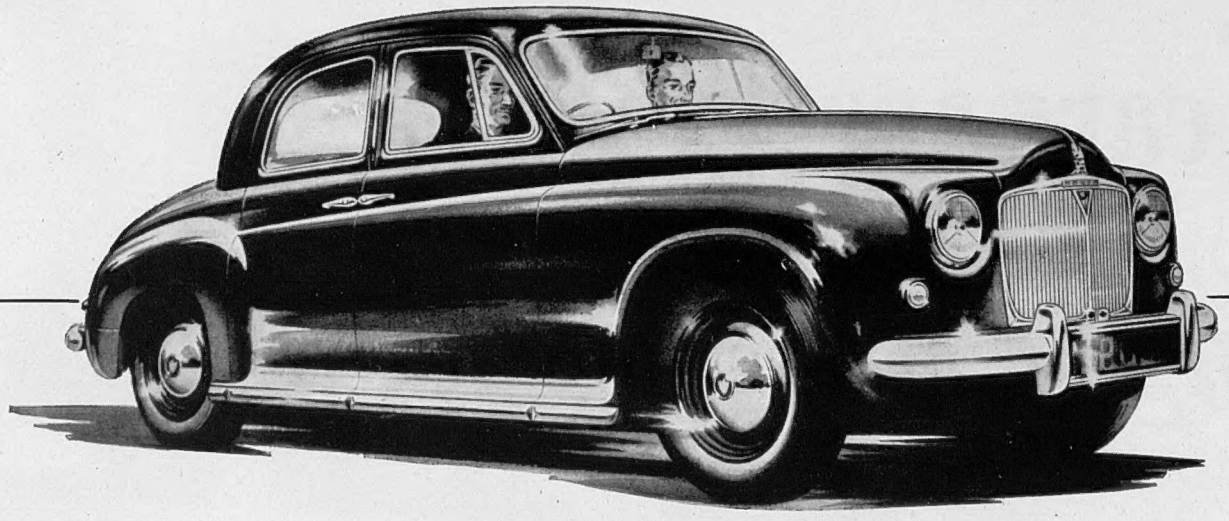

By Appointment to the late King George VI Manufacturers of Land-Rovers The Rover Company Ltd.

EARLS COURT
Oct. 22 - Nov. 1
STAND NO. 164

*AMERICAN COMMENTARY ON THE ROVER SEVENTY-FIVE

"... and I honestly believe (barring the Rolls-Royce) that there is no finer car built in the world today"

* By Bob Dearborn, Tester, ROAD & TRACK
Road Test No. F. - 4 - 52, August, 1952

The ROVER *Seventy Five*

MADE BY THE ROVER COMPANY LIMITED, SOLIHULL, BIRMINGHAM also DEVONSHIRE HOUSE, LONDON

CVS-184

JACK BARCLAY *endorses* CAR-PLATE

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Messrs. S. C. Johnson & Son, Ltd.,
West Drayton,
Middlesex.

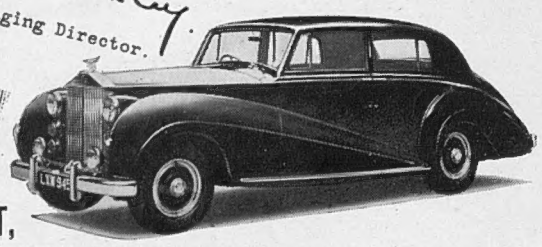
May the Seventh, 1952.

Dear Sirs;

Having represented the Rolls-Royce and Bentley Companies as one of their leading Retailers for the past twenty-five years, I have no hesitation in recommending Johnson's Car-Plate polish which we have found to give the finest finish and exceptionally long-lasting wax-protection.

The staff of this Company are particularly impressed with the ease and speed with which these results can be achieved.

Yours faithfully,
For and on behalf of
JACK BARCLAY LIMITED.
Jack Barclay
Managing Director.

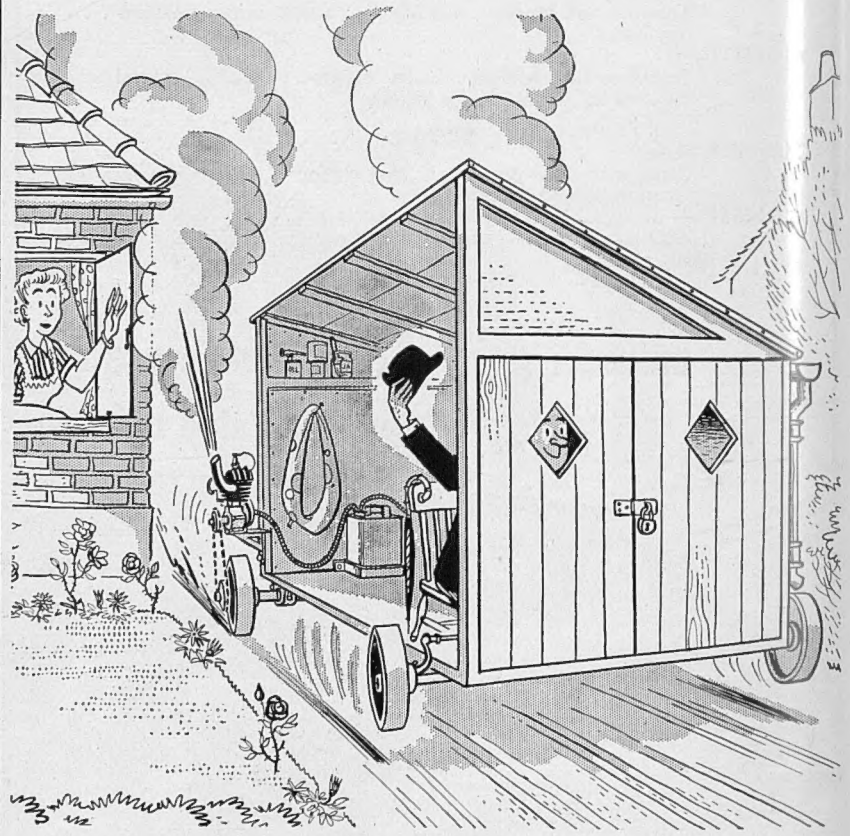


BRIGHTEST, TOUGHEST WAX POLISH OF ALL — in 20 minutes!

THOUSANDS of motorists have proved that Car-Plate gives cars a genuine wax finish, the brightest shine, the most lasting protection — *in 20 minutes!* Spread Car-Plate on a clean★ car, let dry—then wipe lightly! No rubbing with Car-Plate! Your money back if not completely satisfied. Get a tin today! 5/- from all garages and accessory dealers.

JOHNSON'S CAR-PLATE

★ *Before waxing with Car-Plate—clean with Johnson's Carnu*



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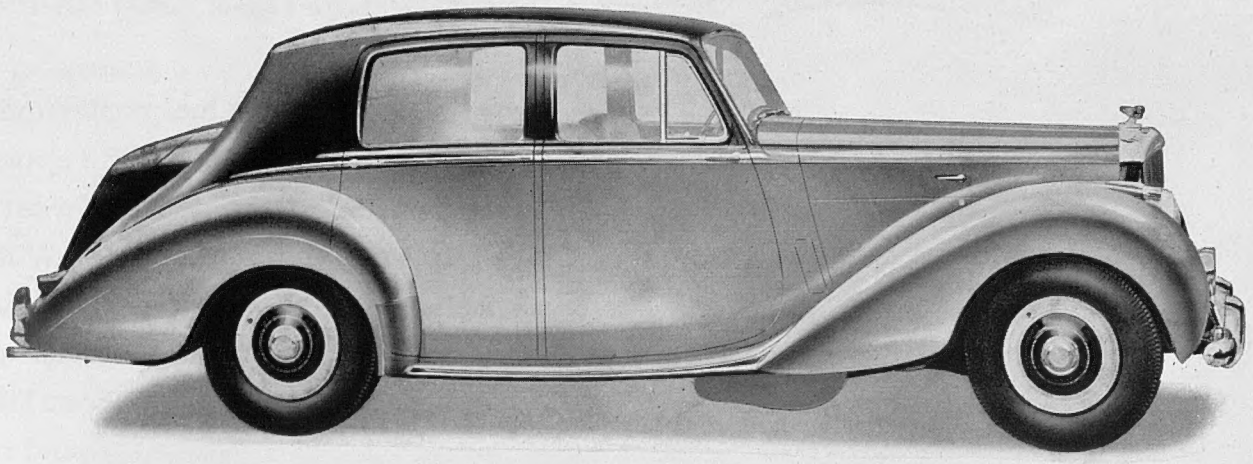
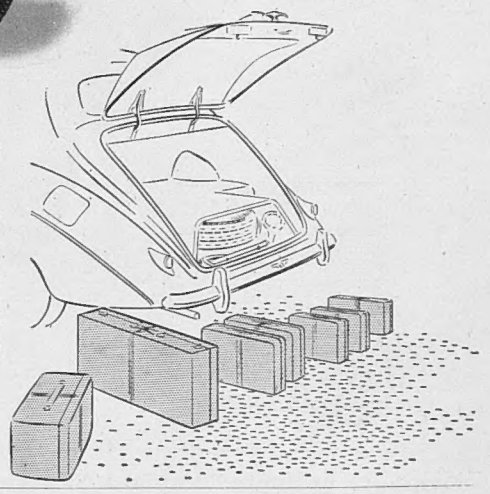
Announcing important new developments on the *BENTLEY* *sports saloon*



The introduction of new developments on the Bentley Sports Saloon is an event in the motoring world. The car now presented incorporates many improvements and additional features. A lengthened chassis enhances the appearance already improved by re-styled body work; luggage space has been increased to double the capacity of previous models; modifications to rear suspension add to comfort and the recently introduced 4½ litre engine still further improves performance. These modifications and the introduction of hot and cold air de-misting equipment are only a few of the additional features now incorporated in a car that has for so long occupied a unique place in international motoring opinion.



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For years the most
consistently successful
sports car in the world

MG — *Safety fast!*

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"FOUR FORTY-FOUR"
£640 plus P.T. £357.1.1d.

THIS lively car gives fast mileage on low fuel consumption, roomy comfort with graceful lines. It has the appearance, the amenities and the distinction of a car far in advance of its attractive price. With it, Wolseley offer an entirely new standard of value to the man of good taste and modest means. The current "Four Fifty" and "Six Eighty" models round off a most attractive Wolseley range.

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THE BRITISH MOTOR CORPORATION

WOLSELEY MOTORS LTD., COWLEY, OXFORD

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EARLS COURT

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A **TWIN-SCREW INSTALLATION** comprising a "Mirror handed" pair of RZ6-type engines in motion, demonstrating remote control of the linked reverse and throttles (Thornycroft patent).

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A range of **MARINE DIESEL ENGINES** from 20 to 125 b.h.p.

JOHN I. THORNYCROFT & CO., LIMITED
Thornycroft House, Smith Square, London, S.W.1

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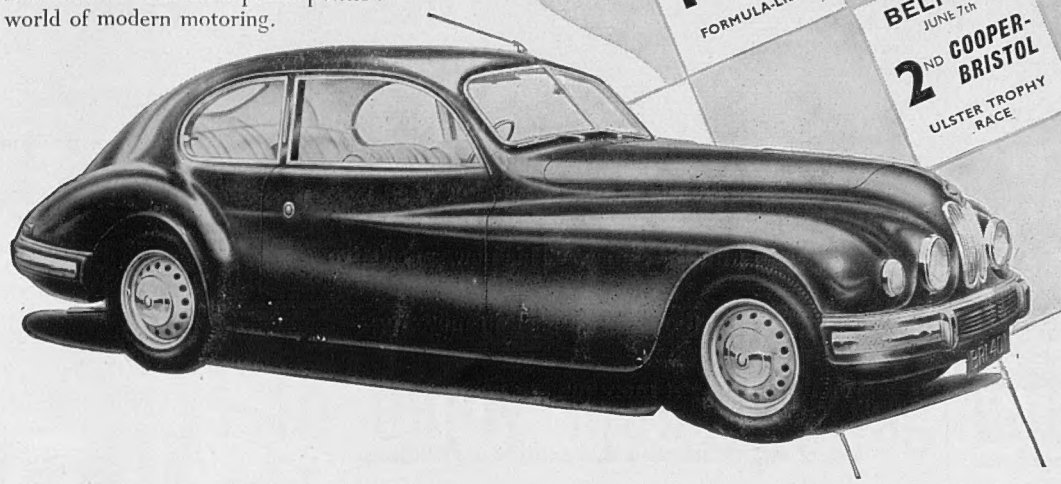
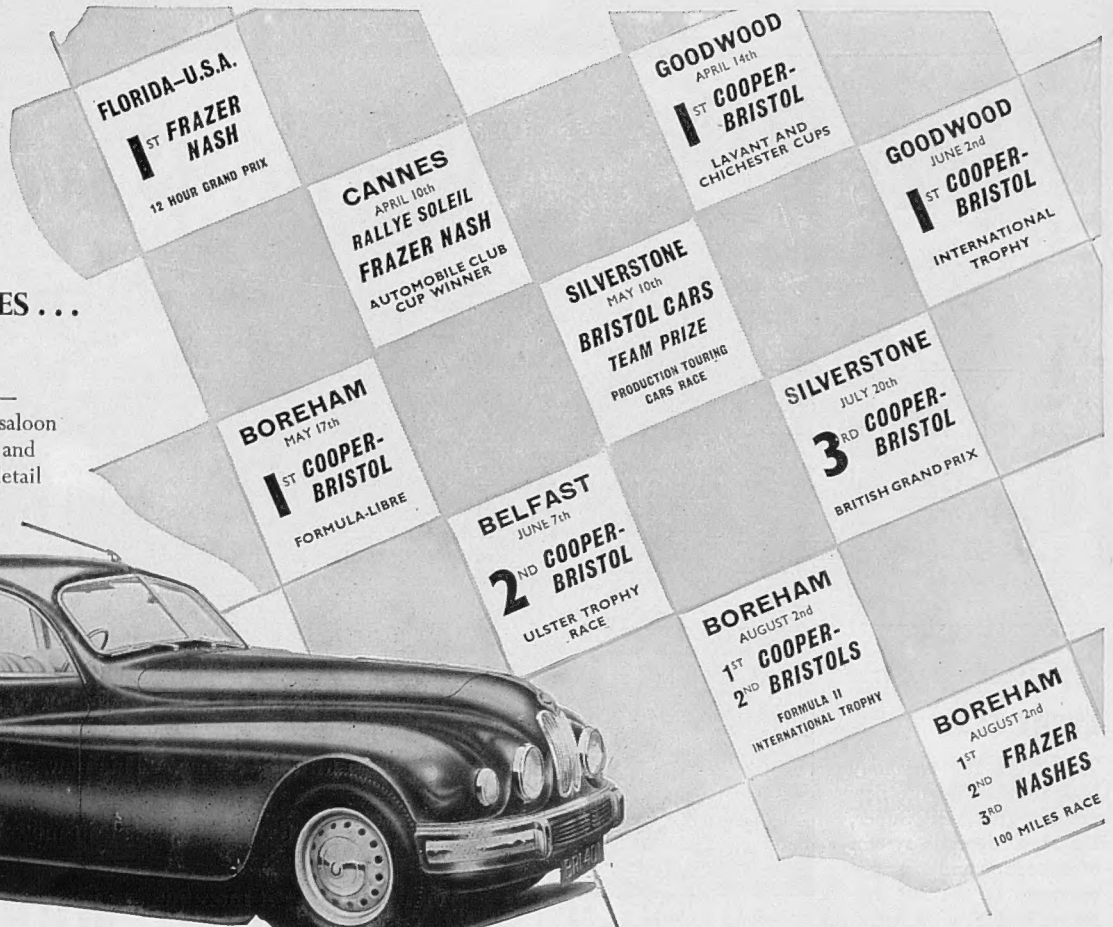
The outstanding racing successes achieved during 1952 by the two-litre "Bristol" engine—basically the same unit as that in the Type 401 saloon—are indicative of the high standards of design and workmanship and the scrupulous attention to detail which have won for this car a proud position in the world of modern motoring.

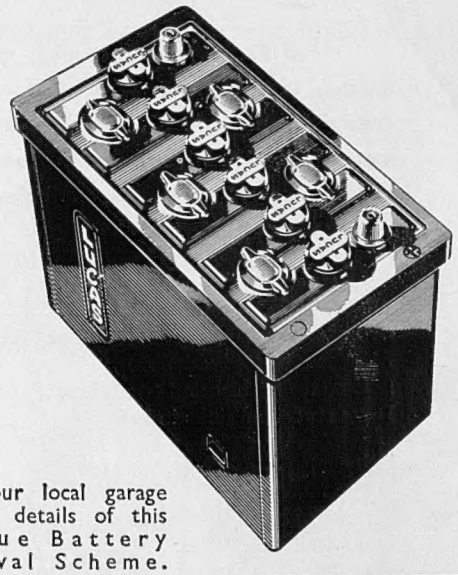




THE CAR DIVISION OF
THE BRISTOL AEROPLANE COMPANY LIMITED
BRISTOL, ENGLAND

THE BRISTOL 2-LITRE 401 SALOON

2 YEARS insured life



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Your PINKING days are numbered

BP SUPER is coming to Banish Pinking

BP SUPER PASSES EVERY TEST

To ensure the *uniformly* high standard of the new premier-grade BP Super, the most rigorous system of inspection and testing is operated at the BP Research Station at Sunbury-on-Thames. Electronic tachometers, road test panels for determining knock-rating, attachments for sampling exhaust gases —every kind of recording and testing device is called into service when BP Super takes its final trials in the tank of a road-test car. When BP Super is in the pumps you will see for yourself the superb performance that this smooth-burning fuel gives to your car.

It's going to be a super season for motoring when BP Super is here ! No more pinking when you fill her up with BP Super. This new superlative petrol will put the pleasure back in motoring— you'll find you get more pulling power, longer engine life and more miles per shilling. All for a few more pence per gallon !

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whose world-wide resources are behind it.

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"At the outset I want to reassure you I am not this size really. Oh dear, no! I'm being amplified by the loudspeakers here . . ."

G. K. CHESTERTON

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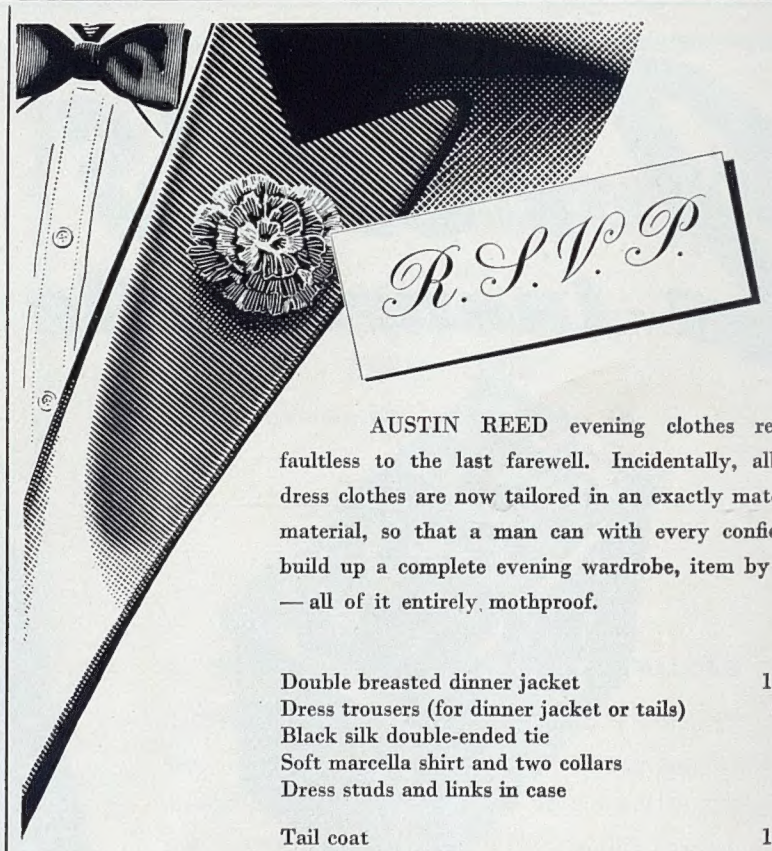
"Embassy"

cigar speaks for itself

Made by W. D. & H. O. WILLS

Branch of The Imperial Tobacco Company (of Great Britain & Ireland), Ltd. E.C.11



AUSTIN REED evening clothes remain faultless to the last farewell. Incidentally, all our dress clothes are now tailored in an exactly matching material, so that a man can with every confidence build up a complete evening wardrobe, item by item — all of it entirely mothproof.

Double breasted dinner jacket	14 gns
Dress trousers (for dinner jacket or tails)	6 gns
Black silk double-ended tie	10/6
Soft marcella shirt and two collars	50/-
Dress studs and links in case	20/-
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Dress waistcoat buttons, studs and links	30/-
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White scarf	25/6
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AUSTIN REED

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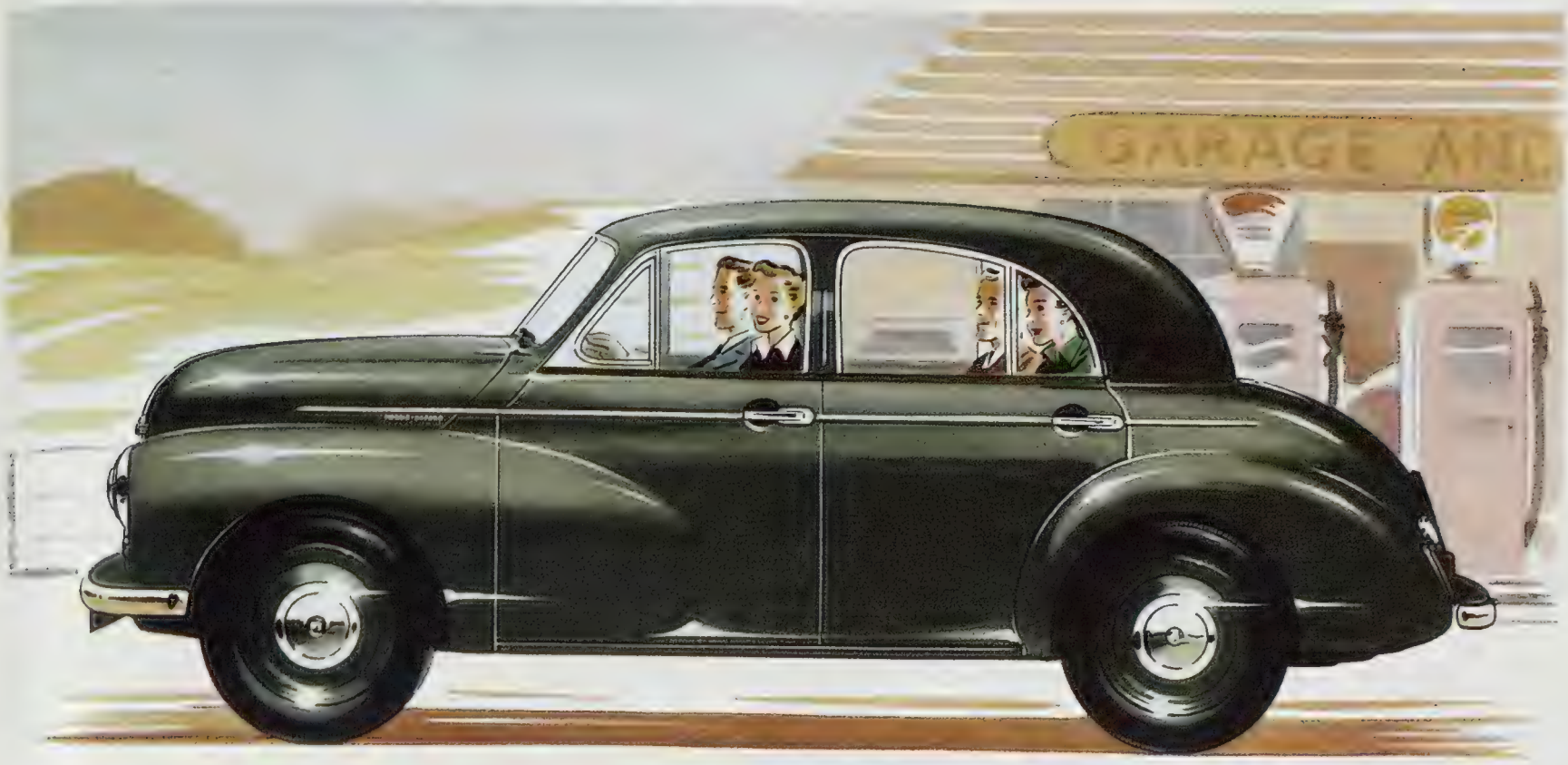
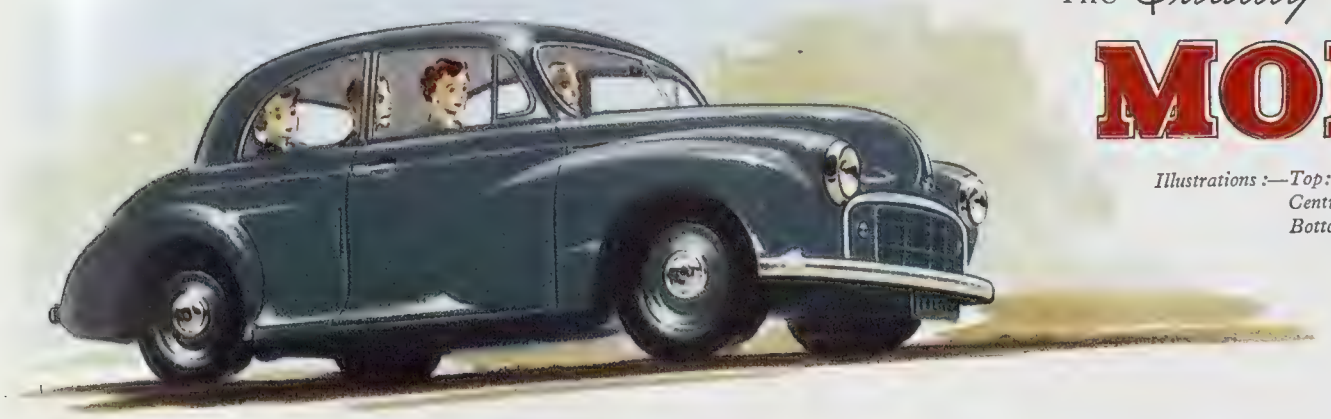


3 Ways to enjoy money-saving mileage AND "Quality First" motoring!

Here are three variations on a magnificent theme by Morris—Whether you are looking for a comfortable saloon that sweeps you through town or country with ease . . . or an economical car that gives in-and-out-of-traffic manœuvrability with big car seating capacity . . . or whether you fancy a speedy convertible that combines all the joys of the wide open spaces with closed car protection—you'll find the perfect Morris answer to your particular requirements.

Morris "Quality First" features include torsion-bar independent front wheel suspension to smooth out the roughest road. Body and chassis are built as one unit on the modern "mono-construction" principle for added strength and lightness. Within-wheelbase seating for drivers and passengers.



The "Quality First"

MORRIS

Illustrations :—Top: Morris Oxford
Centre: Morris Minor Convertible
Bottom: Morris Minor Saloon

MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: NUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1

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Your business day is all too crowded. Ease the strain.

Relax between appointments in the comfort and silence of the Humber Pullman Limousine. The immensely powerful engine brings wide territories within easy range : the spacious rear compartment is the perfect setting for quiet discussion with your associates ; and the magnificent appearance of the car inspires immediate confidence. Relaxation . . . convenience . . . prestige . . . and a surprisingly reasonable price.

By Appointment
to the late King George VI
Motor Car Manufacturers
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The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN ATTENDS A COUNTRY WEDDING—HER MAJESTY WITH THE BRIDESMAIDS AFTER THE WEDDING AT SHIPLEY, NEAR HORSHAM, OF PATRICIA BULLER AND COMMANDER PETER ASHMORE. Commander Ashmore is an Extra Equerry to the Queen, and accompanied the Royal Family on their tour of South Africa in 1947. The Queen Mother and Princess Margaret were also among the 250 guests.

The Queen made her first public appearance since her return from Balmoral when she journeyed down to Horsham last Saturday with the Queen Mother and Princess Margaret to attend the wedding of Commander Peter Ashmore, R.N., younger son of Vice-Admiral Ashmore, and Miss Patricia M. Buller, daughter of Admiral Sir Henry Buller. The wedding took place at the twelfth-century parish church of Shipley and afterwards a reception was held at the bride's home, Netherwood, Southwater, Horsham. Large crowds gathered at Shipley to see the arrival and departure of the Royal guests and the bride and bridegroom. Further pictures of the wedding will be found on page 139 of this issue.

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CONVOCATION DISCUSSES CHURCH RELATIONS

THE ARCHBISHOP OF CANTERBURY ADDRESSES THE UPPER HOUSE OF BISHOPS AT CHURCH HOUSE, WESTMINSTER: Probably the most important subject discussed at the autumn Session of Convocation was the report relating to conversations between representatives of Canterbury and the Evangelical Free Churches. After Dr. Fisher had said that the time had come "for the Church of England to discuss with the Free Churches the possibility of their becoming episcopal," the Bishop of London said that there were differences between Free Churches themselves, and rather than carry on negotiations with them as a whole, he favoured negotiation with a specific body and felt that the Methodist Church was the body with which to enter into discussion.

ROUGH SEAS ARE SEEN ON THE EAST COAST

GALE FURY AT SCARBOROUGH, YORKSHIRE: The town caught the full force of a recent south-easterly gale and many of the small craft, including yachts and motor cruisers (some of which can be seen in this picture), were sunk in the harbour. The whole of the Marine Drive and harbour walls were battered by mountainous seas and the fishing fleet was unable to put to sea.

THE RIVER ARUN BECOMES A FROTHY TORRENT

A HUGE HEAP OF SUDS FLOATING ON THE RIVER ARUN, NEAR PULBOROUGH, SUSSEX: Wherever the water rushed through sluices large heaps of glistening bubbles rose out of the river. Although the froth may be caused by a "climatic effect," an analysis of samples discloses that the water contained at least two parts per million of a surface active agent of the type used in soapless detergents. There was also a slight trace of perfume. This may be the result of discharges from a laundry or factory.

"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

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In 1953—Coronation Year—all postal subscribers will receive the two Coronation Double Numbers at no extra cost.

A London Newsletter

195–198, STRAND, W.C.2.

Churchill and Attlee.—Once in a way, and usually for a brief interlude, one gets back the hopeful, healthy belief that success in party politics is not all a matter of the shrewdest propaganda, the best wrapped-up parcels of promises, the cleverest lies; an ugly, foolish, shortsighted business of pocket-politics and manœuvres for power. A sign or two is revealed that still results tell with the electorate, or at least with the responsible, and with the waverers, who may often be those who think deepest. At the end of the Scarborough Conference, a week after Morecambe, portraits of the two party leaders deserved to be put side by side and compared. I would not call Mr. Churchill's a fighting speech of a vendetta type. The Conservatives wisely resolved not to make capital out of signs of dissension at Morecambe. It was not necessary. The Socialists themselves did all that was necessary (and far more than any friend or foe could have foreseen) to announce and measure the width of the rift. Mr. Churchill let the facts speak for themselves, a thing which politicians seldom, in these days of *patching*, can afford to do. He believed and could claim a definite improvement in the nation's affairs at home and of our position in the world since the Conservatives took over. And his followers and I think the bulk of the waverers can hardly fail to agree with him. At home and abroad, in the past half-year, we have seen evidence of leadership and results from leadership, at the head and in the departments. A sense of national responsibility, of departmental responsibility, of international responsibility, has crept back and there has been in consequence solid progress in many fields, as the fear of war and national bankruptcy slowly began to recede.

Mr. Attlee Sees It Clear.—The man who recently declared that England could never again be a great nation under Socialism may have generalised and simplified, but he voiced what to-day many thinking men, looking back on the political and economic history of the last seven years, are beginning to feel. The legacy of bankruptcy and littleness and disunity which the Socialists left to the Tories has been recognised, even as the bankrupt estate has been wound up and in part restored. The Socialists came into power at a "time for greatness"; they had in their Government men capable of greatness, good men, patriotic, broad-minded men. They had unfortunately to depend also on men of little experience, of keenly partisan views, bitterly class-conscious, inordinately vain and ambitious, and they lacked leadership and the loyalty it brings. Mr. Attlee is a man of great qualities, a masterly chairman, a quiet, cool and brave man. Mr. Morrison is a great Parliamentarian, broad-minded, persuasive and of infinite value to his party. But the supreme experience and outstanding character needed for leadership in a time for great men were lacking. The Socialists tried to do too much, too quickly, for one part of the nation. They widened the breach between the "two nations" as they hastened to close it economically, and in the end, through lack of leadership and loyalty, they widened the rift in their own ranks. On the day that Mr. Churchill wound up so confidently at Scarborough, Mr. Attlee admitted ruefully to a London audience that the existence of a party within a party (his own party) was intolerable. To-day Socialists cannot ignore the growing reputation of the Government, and Mr. Attlee knows it.

No Slashing, but Careful Pruning.—At Scarborough, Mr. Butler won applause when he vigorously refused to promise slashing cuts in public expenditure while he expected an even tougher year ahead for the nation and the party. "You can get big economies only by big changes of policy, and I am not going to be responsible for any big changes that are unsound, cruel or unnecessary." Well, of course. . . . Cheers would follow such a declaration naturally and certainly. But big changes of policy which are *not* unsound remain for consideration. The old saw, "Take care of the pence," seems to be wiped out of the modern politician's phrase-book. The breeze of vast Government spending whistles through the smallest backyard. The ratepayers feel it no less than the super-tax payers. As our local Ratepayers' Association voiced it: "It is easy to spend other people's money"—easy and pleasant. Much of the expenditure of County Councils is dictated by Whitehall—a new batch of employees here or there for some new service, a luxury building, regardless of cost for a worthy object; and new committees piled on new committees to discuss, with a view to framing, new schemes for improving the machinery of justice, administration or social welfare. All good objects, but in these times all initiated by the most cumbersome and expensive methods. The new Committees meet frequently all over the country. They have spawned other committees, local and central, and they have achieved absolutely no progress. They are wrangling over what they said at some of their spawned committees. They have issued mountains of reports and agenda, the work of typists galore. The older Committee, the Standing Joint, which deals with scores of matters, meets regularly every quarter. It is unwieldy in numbers (up to thirty members). It was assumed that when the Magistrates Courts Committee was instituted, the Standing Joint Committee's Petty Sessional representatives would be released. Not a bit of it. They still remain to deal with the innumerable items in which they have no direct concern and of which they have no knowledge, and the mountains of paper are still typed, printed and posted to them. But from Whitehall to Auburn, nobody in office will stoop to careful pruning. What's a penny off or on the rates?

To be a Pilgrim.—It is very seldom that V.I.P.s at public broadcast dinners such as the Pilgrims' release any matter of importance or their *private* opinions on burning questions of the hour. Usually they play for safety, deal in generalities and well-worn saws and say it all with flowers, and even if they have it, ever stressing the importance of understanding and co-operation between the English-speaking nations. Mr. Churchill had not attended a Pil-grim dinner for five or six years, and must have "forgotten the rules," for he made some pregnant remarks about world war which interested me profoundly. He spoke for himself, not as Prime Minister, when he declared his belief that World War III is unlikely and gave some logistical reasons why, if it came, it would be unlike every other war in that, after a moment of horror untold, the backs of both sides would be utterly broke, troop-movements thereafter impossible and the war could only continue as the snarling of dying beasts. General Ridgway's shrewd warning of the need for the Governments of the free nations to *convince* their peoples of the vital need for the burden of defence rearmament was not helped perhaps by Mr. Churchill's *obiter dicta*. It is true here and true in France and Europe generally that every time a pundit expresses the belief that the danger of war has receded, the peoples sink back into relief and apathy and the reluctant impulse to endure the burden to join the defence organisations and train to resist attack dies down. Apathy is as rife here as in France and the two voices, those which warn and those which allay fears, cancel each other out. I doubt if our official efforts to perfect our civil defences could have been made more clumsily or half-heartedly. One word more about the Pilgrims and other famous dinners, a word trivial and petulant. Is the "toast-crier" who announces each speaker "really necessary"? I know he is a master of his craft, of precedent and tradition, but his voice and his perorations invariably put me and my family in a state of giggles, ill-fitted to receive the Great Men's messages.

A JAPANESE PRINCESS WEDS A COUNTRY SQUIRE

THE THIRD DAUGHTER OF EMPEROR HIROHITO MARRIES IN TOKYO: Prince Yori is seen outside the Kopinkaku in Tokyo after his wedding to Takamasa Ikeda, a twenty-five-year-old country squire. On the right is Empress Nagako. The Emperor, who was ill with a lingering cold, was unable to attend the seventeen-minute shinto wedding ceremony. The bridegroom, whose family once ruled the Okayama Province, which the couple will have their home, is the son of a former marquis.

Shaw's Monument.—The appeal for a national memorial to Bernard Shaw has been discontinued through almost total lack of support. It was hoped to raise a quarter-of-a-million pounds to endow his house as a national shrine and to raise a foundation for the encouragement of young dramatists and writers and so on. About £500 was received, just about covering expenses. There has been no more response since the fund opened last November. No doubt the terms of his will—his beneficiary was a new alphabet—contributed to the Fund's lack of support. It seemed at the time an ambitious target, when one considered the austerity of the age and the plethora of national shrines. Those who believed in it were perhaps misled by the appeal of Shaw to the general public. It is a common belief that those most in the limelight are most deserving of public admiration, that the spotlight always lights up the stars. The shrewd, the clever, no doubt, are usually in the news, and the news invests them with importance so long as they work hard for publicity. Shaw never allowed himself to be forgotten for even a week while he lived. But British worthies, British heroes, are almost always men of flesh-and-blood; their humanity is warm, their hearts are more appealing than their brains. Shrewdness, coolness, ruthless logic, wit, biting satire, acute critical faculties, these are all components and attributes of a beautifully balanced brain-machine. They win admiration, fear, respect, but seldom love. And they die with the body. Shaw was a craftsman first. He spent himself on his craft and the tools of his trade. To his intimates he was human and warm and sympathetic, sometimes pathetic. These human qualities the public was never able to see or share. I don't know that he needs a monument. His books piled high should be monumental enough for a brilliant thinker and writer.

Mrs. Braddock Deviates.—I should have supposed that Mrs. Braddock was the last Labour M.P. to displease her constituents. I believed that she possessed all the attributes most endearing to a Socialist stronghold; motherly, blunt, direct, shrewd, an excellent dancer and a good judge of women's dress fashions; one who seemed to stand four-square to the political winds and most unlikely to sideslip, whether engaged in toeing the party line or dancing the Gay Gordons. But it seems that her Division management committee (Liverpool Exchange) has put her on the mat. She is accused of "deviating" at Morecambe. And of course Morecambe is the cradle of that new entry to our political dictionary. "Deviation" was popular there. Now, the only deviation which Mrs. Braddock has herself confessed to, belongs to her younger days, when she was wooed by Communism, listened for a while to its serenades, and then deviated back to good, honest Socialism. Can that be the deviation for which she is now on the Exchange mat? Do her backers feel that she should *not* have resisted the charmer's dulcet voice? Surely, if Mrs. Braddock goes, the whole edifice will collapse like a house of cards when the Queen of Hearts, the corner-stone of the pyramid, solid and reliable, falls prone on the mat, after executing one more high kick. We can only wait and hope.

Our Mill-stones.—Wellington once, in justifiable irritation, described the Royal Dukes as the greatest mill-stone round the nation's neck. All that is a memory of bad old days, but our own day does not lack mill-stones. One could catalogue them at length, the bad citizens for whose frailty the good citizens must pay through the nose, carrying the weaker brethren on their overburdened backs. The black market and race-course fraternities who carry their wealth in their pockets and escape super-tax, the road-hogs who for ever send up car insurance, the idiot women with too much money who leave fortunes in furs and jewels in cars and on dressing-tables, and force the good citizen to pay more and more for his insurance policies and double the work of the police. The time has surely come for recognising some of these mill-stones for what they are and, by penalising them heavily wherever they can be caught, relieving the good citizen of subsidising them and their follies and selfishness. A man who has driven a car for thirty years and never made a claim on his policy for an accident or a loss may indeed have been lucky, but he has quite certainly been prudent also. It is monstrous that he should pay ever higher because the hog and ass have diminished the profits of the insurance companies. It is monstrous that "all-in" policy-holders, who have never made a claim for damage to their homes and property should pay for those who invite in burglars and firemen. Yet so it is. The mill-stones hang ever heavier round the good citizen's neck, and nothing is done to ease his burden. And these types are merely a few of our *economic* mill-stones. There are other classes and types. Our reputation as a great nation is for ever dragged down by mill-stones which range from dirty novelists and intrusive columnists to shrewd, commercial publishers and editors who make shoddy and lies pay big dividends. Nor do these types exhaust our pyramid of mill-stones.

THE OLD STAGER.

IN NEXT WEEK'S ISSUE

THE ART OF AIRLIFTING

By HAMMOND INNES

With Drawings by Patrick Nevin

PRINCESS MARGARET PAYS HER FIRST OFFICIAL VISIT TO ALDERSHOT

HER ROYAL HIGHNESS MEETS REGIMENTAL SERGEANT-MAJOR J. BRITTAIN AT THE MONS OFFICER CADET SCHOOL DURING HER VISIT WHEN SHE TOOK THE SALUTE AT THE PASSING-OUT PARADE OF OFFICER CADETS: Also in the picture are Colonel A. G. Proudlock, Commandant of the School, and Mrs. J. Brittain. The school prepares National Service soldiers for commissions in the Royal Armoured Corps and Royal Artillery, and on the day of the Princess's visit there were about forty-five cadets in the passing-out troop. After the inspection the parade marched past in column of troops in quick time, then advanced in review order and gave the Royal salute. Then came the presentation of the silver-mounted officers' canes to the best cadets in the R.A.C. and the R.A. troops, Senior Under-Officers H. Watkinson, of Lacock, near Chippenham, and P. Harris, of Alderton, near Towcester.

THE PUBLIC INQUIRY INTO THE TRIPLE TRAIN DISASTER AT HARROW AND WEALDSTONE

A GENERAL VIEW DURING THE HEARING AT THE INQUIRY IN THE BIG HALL AT EUSTON, AS MR. JARVIS, ASSISTANT LINESMAN AT WATFORD, GAVE EVIDENCE TO THE INQUIRY BOARD PRESIDED OVER BY LIEUT.-COLONEL G. R. S. WILSON, CHIEF INSPECTING OFFICER OF RAILWAYS: Mr. Jarvis is seen sitting at the table on the left just in front of Mr. S. G. Hearn, London Midland Region Operating Superintendent. Before adjourning the inquiry Lieut.-Colonel Wilson said that there was no doubt in his mind that the primary cause of the accident was that the Perth express ran past a distant signal at "caution" and two stop signals at "danger" when travelling at a high speed. He doubted whether the circumstances in which the signals were passed would ever be really satisfactorily explained. After evidence had been given by people concerned in the accident the inquiry was adjourned until evidence could be given by members of the express bound from Euston to Manchester, which was involved in the triple train disaster. By the time of the public inquiry at Euston the death-roll had risen to 112.

WITH THE KENTS IN SARAWAK

The Queen Mother at a London Concert: Spanish Royalty Forgather: Prince Farouk and Queen Narriman Leave Capri for the Italian Mainland

THE DUCHESS OF KENT AND HER SON HOLD A RECEPTION IN SARAWAK: Tana Weng Agong, the Temongong of the Kenyahs, bowing low as he was received by the Duchess of Kent at Astana, Sarawak. The young Duke of Kent is seen standing beside his mother. The Duchess and her son arrived in Sarawak in a Sunderland flying-boat of the Royal Air Force, the first members of the Royal family to visit Britain's youngest colony, which was formerly in the possession of the Brooke family, the white Rajahs. At this reception at Astana the Temongong of the Kenyahs wore in his ears the teeth of a clouded leopard and on his pin-stripe jacket the M.B.E. decoration awarded for his services during the Japanese occupation. His regalia included a straw hat shaped like a beehive with black-and-white hornbill feathers trailing behind and rotan bangles at the knees. During the war this chieftain raised a head-hunting gang which cleared an extraordinarily large area before the Japanese surrendered. On the evening of the Duchess's arrival a firework display was held on a hill where the first white rajah built a fort.

PRINCE FAROUK LEAVES CAPRI FOR THE MAINLAND: The Prince seen with Princess Narriman and his daughters as they set out for Santa Marinella, where they are now occupying quarters in a less expensive hotel. It is understood that on Capri they were paying over £2,400 a month for accommodation, and that they are now paying £900 in their new quarters, which are commodious but by no means luxurious. The Royal party crossed the Bay of Naples on a Brighton Belle steamer, the *Linda*, and they landed at Sorrento, where a bus was waiting to take them on to their new hotel. Around Farouk stood policemen armed with tommy guns. The ex-King will stay at Santa Marinella until a villa twelve miles to the south is vacated by its present tenants.

QUEEN ELIZABETH THE QUEEN MOTHER ATTENDS A LONDON CONCERT WITH PRINCESS MARGARET: They are seen leaving the Victoria and Albert Museum after attending a concert of Brahms Chamber music. The concert was arranged by the Chamber Music Society, and included the G Major violin sonata played by Manough Parikian. Walking beside Princess Margaret is Sir Leigh Ashton, who is director of the Victoria and Albert Museum.

DON JUAN, PRETENDER TO THE SPANISH THRONE, LEAVING THE CLINIC AT LAUSANNE AFTER BEING NEAR HIS MOTHER'S SIDE AT THE TIME OF HER RECENT OPERATION: Following Don Juan down the steps are the Count and Countess Aquilar. At the ex-Queen's bedside Don Juan and Don Jaime met for the first time for four years. It is understood that while in Lausanne the brothers quarrelled and that later Don Jaime left by road for Paris without saying goodbye to his brother, his sisters or his mother. Among other things Don Jaime claimed that he had not been invited to attend a Mass for the ex-Queen's recovery. This occasion in Lausanne was the first time for years the ex-Queen has been surrounded by all her family.

ROYALTY AT THE SHIPLEY WEDDING

The Queen, the Queen Mother, and Princess Margaret at the Marriage of Commander Ashmore and Patricia Buller

THE BRIDE AND BRIDEGROOM LEAVING SHIPLEY PARISH CHURCH AFTER THEIR WEDDING: Commander P. W. B. Ashmore and his bride, whose marriage brought a large crowd to Shipley last Saturday. The bridegroom is an Extra Equerry to the Queen. Both Commander Ashmore and his wife belong to well-known naval families.

THE QUEEN MOTHER AND PRINCESS MARGARET LEAVING SHIPLEY CHURCH AFTER THE WEDDING: The Queen Mother and her daughters have known Commander Ashmore intimately for some years, as he accompanied them in H.M.S. *Vanguard* on the South African tour of 1947. The best man at the wedding was the bridegroom's brother, Commander Edward Ashmore, R.N.

THE ROYAL GUESTS ARRIVE: *Left*—The Queen and Princess Margaret leaving their car at Shipley Church. The Queen wore a slate-blue corded silk coat and Princess Margaret wore a coat-dress of dusty-pink shot with grey. She had a pink and grey feathered hat. *Right*—Princess Margaret shaking hands with Lieut.-Commander Robin Buller, a brother of the bride, outside Shipley Church, while the Queen advances to greet another member of the wedding party.

Out and About WITH THE DUKE

At the Pilgrims' Dinner; Opening Playing Fields and a Great Hydro-electric Scheme; and Unveiling the New Chatham Naval Memorial

THE PILGRIMS' DINNER AT THE SAVOY HOTEL TO GENERAL RIDGWAY, THE SUPREME COMMANDER, ALLIED POWERS IN EUROPE: *On left*—The Duke of Edinburgh and Mr. Churchill with the General at the Savoy. The Prime Minister, supporting the toast of "Our Guests," took the opportunity to make an important speech on the world situation in which he opined that a third world war was unlikely. *On right*—The Duke of Edinburgh and General Ridgway with Sir Campbell Stuart, Chairman of the Pilgrims' Executive Committee.

THE DUKE OF EDINBURGH OPENS THE GLEN AFFRIC SCHEME OF THE NORTH OF SCOTLAND HYDRO-ELECTRIC BOARD: The Duke is seen with Mr. Thomas Johnston (left), Chairman of the Board, and Mr. Thomas Lawrie, during his tour of the Benevean Dam. At the opening ceremony the Duke said: "Cheaper sources of power and more efficient production and use of power are absolutely vital. Hydro-electricity should be welcomed as another step towards recovery of our prosperity." Sir William Halcrow and Partners were the consultant civil engineers for the whole Glen Affric scheme, which was fully described and illustrated in a special feature in THE SPHERE published on October 11.

CUTTING THE TAPE AT THE OPENING OF A NEW CHILDREN'S PLAYGROUND AT ETON WICK, BUCKINGHAMSHIRE: The Duke of Edinburgh, President of the National Playing Fields Association, was on a tour of the county. "I will go almost anywhere to see a new playing field opened," he said. His Royal Highness also opened playing fields at Haddenham and Cuddington. At Aylesbury he saw the site for a playing field, community centre and running track on the Southcourt Housing Estate, and said: "If we are going to teach people to run properly in this country, tracks are essential. It is so easy to build houses and to forget about playing fields until there is no ground left." The Duke finished his tour at Bletchley, where he opened a children's playground and a sports ground.

On left—

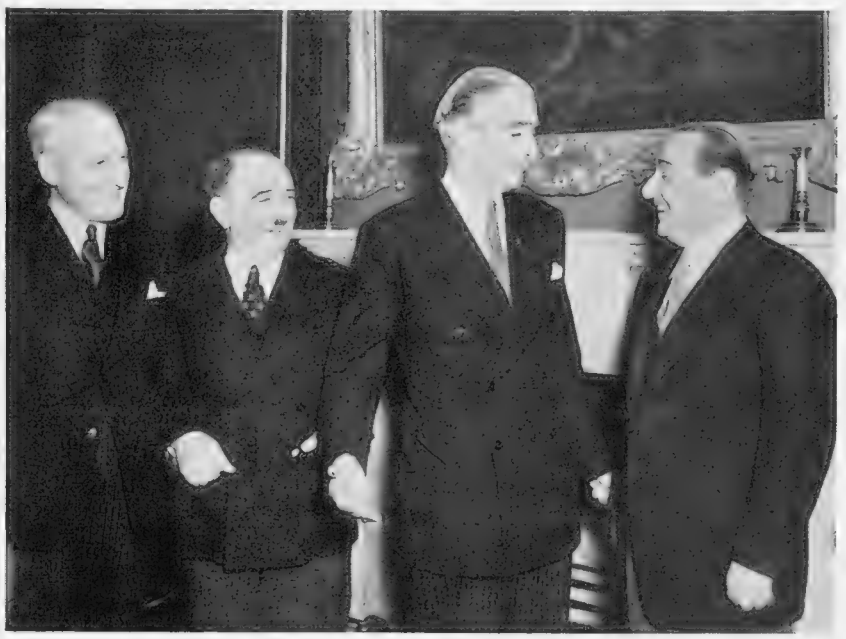
THE DUKE OF EDINBURGH READING SOME OF THE NAMES ON THE 1939-45 EXTENSION TO THE CHATHAM NAVAL WAR MEMORIAL AT GILLINGHAM, WHICH HE UNVEILED LAST WEEK: Standing behind his Royal Highness are Admiral Sir Martin E. Dunbar-Nasmith, V.C., Vice-Admiral of the United Kingdom, and Mr. Edward Maufe, R.A., who designed the extension. More than 7,000 relatives of the men whose names are on the plaques attended the ceremony. Unveiling the new memorial, the Duke said: "I am particularly proud to do this because, like all of us who served in the Navy during the war, I lost many friends and shipmates who are commemorated here. These men paid the greatest sacrifice, and it was not in vain. It is now our duty to work with all our strength to prevent another war." This was the first of three great memorials to be built at the home ports to officers and men of the sea services "who have no other grave than the sea." In carrying out this task, the Imperial War Graves Commission represented all the people of the Commonwealth and Empire. A total of 9,946 names had been added to the glorious company of 8,541 officers and men whose names were recorded on the memorial as having lost their lives in the First World War. "You will see the naval battle honours of the recent war carved in stone above the bronze name panels, names from all over the world, from the River Plate to Narvik, from Crete to St. Nazaire and from the Pacific to the Barents Sea."

Some Brief Encounters

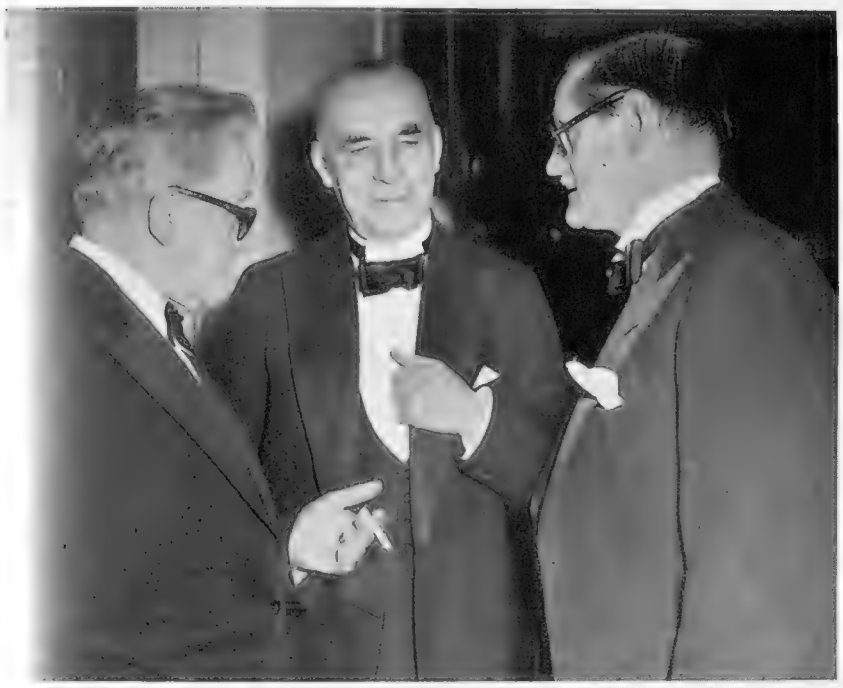
IN THE FIELD OF INTERNATIONAL RELATIONS

Mr. Churchill and El Mahdi—Mr. Eden and the Turkish Visitors—The Anglo-German Dinner—The Pilgrims' Dinner

THE LEADER OF A SUDANESE DELEGATION IN LONDON VISITS NO. 10, DOWNING STREET: Sir Abdul Rahman El Mahdi with Mr. Winston Churchill. Sir Abdul was a member of one of two delegations in London to put forward their viewpoints on the future of the Sudan. He is a son of the Mahdi who in earlier days was such a thorn in the side of Britain in the Near East.



THE TURKISH VISITORS AT THE FOREIGN OFFICE: Sir Knox Hill, British Ambassador to Turkey, Mr. Fuat Koprulu, the Turkish Foreign Minister, Mr. Anthony Eden, the Secretary of State for Foreign Affairs, and Mr. Adnan Menderes in conversation together in Mr. Eden's room at the Foreign Office. The meeting, which lasted three hours, was also attended by the Minister of Defence, Lord Alexander, and among questions of common interest which were discussed was the security of Turkey's southern and south-eastern boundaries. The Turkish Minister also discussed, it is understood, the present progress of Anglo-Egyptian relations.



GURATING THE NEW ANGLO-GERMAN SOCIETY: Mr. Herbert Morrison, Herr Schlange-Schoeningen, and Mr. John Bellenger, M.P., at the Society's dinner at the Piccadilly Hotel. The object of the Association, which was formed last December, is to promote understanding between Britain and Germany. Its first general meeting, held in March, was attended by 200 members, and the membership is now 400. The Society is arranging half-a-dozen lectures this winter. Mr. Stephen Spender will begin with a talk on the contrasts between pre-war and post-war Germany. Another subject will be the political and psychological situation in Berlin, Modern German Poetry, and the Refugee Problem.

AT THE INAUGURATION OF THE NEW ANGLO-GERMAN SOCIETY AT THE PICCADILLY HOTEL: Lady Pakenham (left), Frau Schlange-Schoeningen, wife of the German Chargé d'Affaires in London, and Mrs. Eden. The guests at the dinner included Cardinal Griffin, Archbishop of Westminster, and the Bishop of London and Mr. Tom O'Brien, chairman of the T.U.C. Lord Pakenham presided.

On left—

OXFORD HONOURS AN INDUSTRIALIST: Sir Ernest Oppenheimer, the Chairman of the Anglo-American Corporation of South Africa, seen with Sir Maurice Bowra, Vice-Chancellor of Oxford University, after receiving the honorary degree of Doctor of Civil Law. Sir Maurice Bowra presided at the inaugural ceremony, which was held in the Sheldonian Theatre.

On right—

"DOUG AND MONTY" AT THE PILGRIMS' DINNER: Mr. Douglas Fairbanks, wearing the insignia of the K.B.E., and Field-Marshal Lord Montgomery, in conversation at this gathering at the Savoy Hotel, when the guest of honour was General Matthew B. Ridgway, the Supreme Allied Commander in Europe.

SELSEY'S FIGHT AGAINST THE SEA

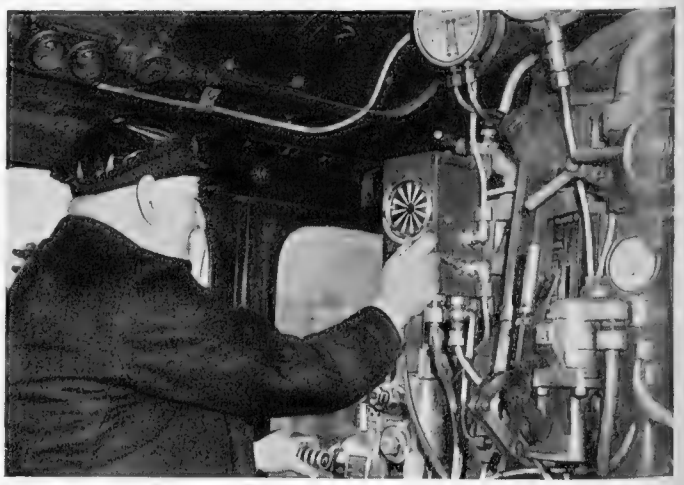
An Auction at Findon; Jumping at Great Auclum; High Winds Break Up the "Liberty"; and the New Train-control System

SELSEY FIGHTS AGAINST THE RAVAGES AND INTRUSION OF THE SEA: *Left*—A repair gang at work on the beach fortifications at the Sussex seaside town. Just in front of the men the sea is seen crashing over one of the former barricades. *Right*—A section of the eroded coastline at Selsey, showing the groynes and seawalls which have been erected in an attempt to hold back the sea. The sea at Selsey, which comes in and takes possession of the land at the rate of 50 yards a year, has already swamped over 34 acres in the past twenty years. The task of holding back the sea has been made all the more difficult because it has been proved that protection at one section of the peninsula can only be achieved at the expense of erosion elsewhere. The local council met recently to discuss this critical question and claimed that the provision of £326,000 under the Coast Defence Act is inadequate, and that the Treasury's grant subjected the ratepayers and property-owners to an unfair burden. They maintain that the fight against erosion is more than a local duty.

AN ANNUAL FAIR IN THE SUSSEX COUNTRYSIDE: A general view of the Findon Great Fair, held at the old Fairground, showing the auction of ewes and lambs in progress. Findon, which is noted for its annual sheep fair, lies in a picturesque Down valley, west of Chanctonbury and Cissbury Rings.

JUMPING IN PROGRESS AT THE BRITISH HORSE SOCIETY'S BIG AUCLUM ONE-DAY EVENT, ORGANISED BY THE SADDLE CLUBS ASSOCIATION AT GREAT AUCLUM, NEAR READING, BERKSHIRE: Miss D. Mason on Tramella keeps well to the side as she clears the water obstacle in the cross-country section. A large crowd gathered at the water obstacle to watch the jumpers take one of the most difficult jumps on the course.

AN OCTOBER GALE SPLITS A NINE-MONTH-OLD WRECK IN TWO: The derelict remains of the Liberian ship *Liberty*, which went aground on the rocks at Portheras Cove, Pendeen, Cornwall, in January, was battered by heavy seas a few days ago and broken in two. The stern half, now only just above water, has been moved 30 yards from the main hulk of the ill-fated ship.



THE FIRST MAIN-LINE TEST OF A NEW PROTOTYPE AUTOMATIC TRAIN-CONTROL WARNING: Driver James Marshall, of Grantham, watching the new automatic device in the cab of his locomotive, which was pulling a passenger train running on a regular service from King's Cross to Newcastle. A senior engineer was on the footplate of the locomotive for the test. If the driver passes a distant signal at all-clear a bell sounds in the cab. But if the signal is at caution or danger a hooter is sounded and there is a partial application of the brakes. Lieut.-Colonel G. R. S. Wilson, Chief Inspector of Railways, referred to this new system at the recent inquiry into the Harrow train crash.

KOREAN DEADLOCK

ASPECTS OF THE WAR DURING RECENT WEEKS OF STALEMATE FIGHTING; THE PRISONER-OF-WAR OUTBREAK ON CHEJU ISLAND

At the present time the United Nations have about 700,000 troops engaged in Korea, 250,000 of them American and 400,000 of them Korean, the remainder representing other nations. The Communists now have an estimated 1,000,000 troops in North Korea itself or just across the border in Manchuria. These two vast armies are for the most part facing each other in the terrain just north of Parallel 38, an area broken by jagged hills and narrow, twisting valleys. It is a treacherous region in which to fight. When snow and ice, or, for that matter, spring mud choke the area it is a nightmare. The last major clash there was in June 1951. After that encounter the fighting was at platoon or company strength, only occasionally flaring into something fiercer. Lately, however, a change has come over the battle near the Parallel, with furious exchanges in every sector and hills being captured and recaptured with extraordinary rapidity—in the case of White Horse Hill three times in a single day.

Last week, when the infantry were engaged in their toughest fighting of 1952, there was a diversion off the Korean coast, United Nations land, sea and air forces taking part in an elaborate feigned invasion, apparently designed to lure large enemy forces out on to the Kojo peninsula, south of Wonsan, there to become the target of Allied aircraft. By all preliminary accounts this diversion was abundantly successful, although fuller details are at the time of writing awaited.

THUNDERJETS LEAVE THEIR MARK TO THE NORTH OF SARIWON IN NORTH KOREA: Smoke and flame mark the spots where bombs from Thunderjets of the U.S. Air Force have been dropped by men of the 447th Fighter Bomber Wing. Ground fighting in Korea has reached a new pitch of intensity in recent weeks, with the now famous White Horse Hill changing hands more than a score of times. The last time there was large-scale fighting in this area was in June 1951, prior to the beginning of the truce talks. Now the fighting has flared up even more fiercely.

UNITED NATIONS GUARDS SEARCH CHINESE PRISONERS-OF-WAR FOR WEAPONS AFTER AN OUTBREAK OF VIOLENCE ON CHEJU ISLAND WHICH LEFT 56 PRISONERS DEAD AND 113 WOUNDED WITHIN THE PRISON COMPOUNDS: Authorities believe that the riot, the worst since the Koje Island rioting last February, was timed to coincide with Communist China's third anniversary celebrations.

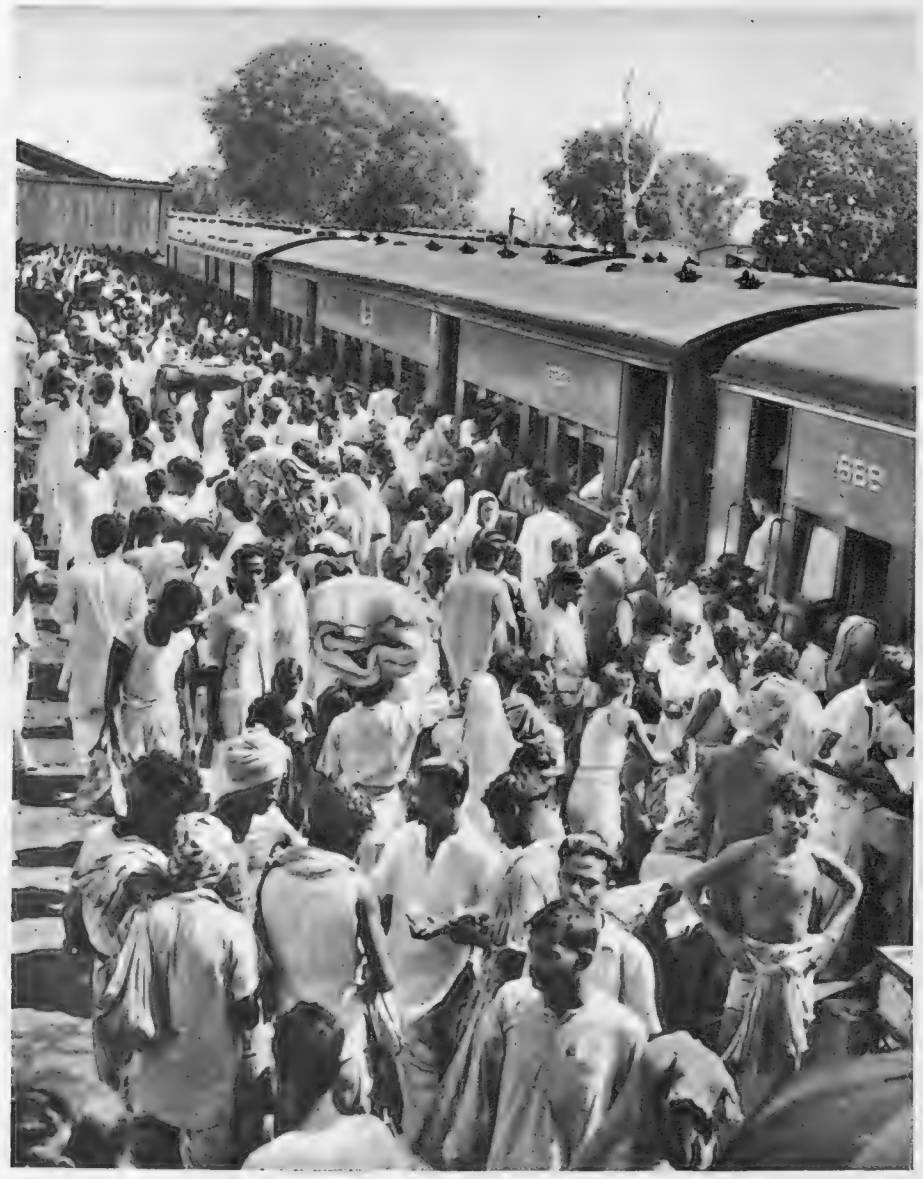
A COMMUNIST-HELD HILL IS SUBJECTED TO HEAVY STRAFFING FROM THE AIR: Bombs from Marine Corps fighters are seen descending on the hill in an effort to obliterate an anti-aircraft gun position. This picture gives some idea of the rugged hill country in which the rival armies have been so very intensely engaged in recent weeks.

On left—

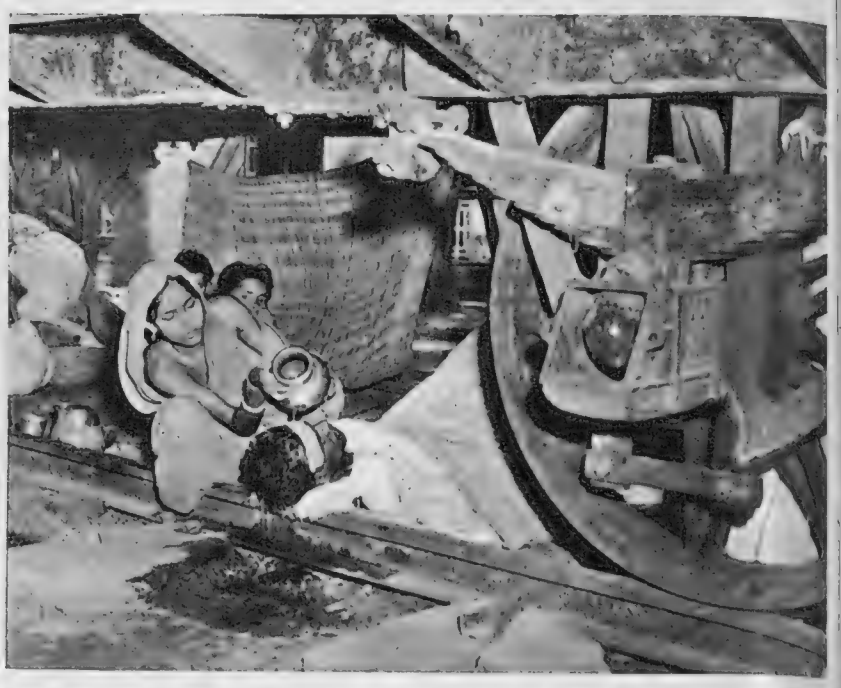
ALL QUIET ON THE CHEJU FRONT: United Nations guards standing over prisoners-of-war after they had been brought to order in one of the prison compounds on Cheju Island. 500 prisoners, using hand-made weapons, attacked the guards during this riot.

FROM EUROPE AND THE FAR EAST

A Pictorial Survey of Recent Events Abroad



ALL CHANGE AT BONGAON, THE FRONTIER STATION : Refugees heading from East Bengal to West Bengal seen on arrival. They are not allowed to proceed further, being compelled to camp at Bongaon until they have been interviewed by Indian officials.



A MALARIA SUFFERER IS ATTENDED BY HIS WIFE IN THEIR TEMPORARY QUARTERS BENEATH A RAILWAY WAGON AT BONGAON, ON THE FRONTIER OF INDIA AND PAKISTAN : Refugees are now encamped in great numbers at this point, which is the border station between East and West Bengal. There has been tremendous traffic on this route in recent weeks, following the news that a passport and visa system is coming into operation to regulate traffic between India and Pakistan. Up to now, travellers on this particular frontier have been able to proceed without documentation. During this great influx from East to West Bengal, an influx that is in part actuated by economic conditions, the refugees have been halted at Bongaon for examination. While remaining there they have had to subsist under the most primitive conditions, and this picture taken beneath a railway truck is typical of these conditions. At the time of writing, it is understood that Mr. Nehru, the Prime Minister, has decided to study the refugee problem personally, making a special tour of Bengal, from headquarters in Calcutta, before going on to make his long-planned tour of neighbouring Assam.

PRODUCTION BY THE MASSES IN INDIA : The gigantic modern structure of the Mercantile Bank of India in Bombay is taking shape, paradoxically by means of the most primitive of building methods. Here a human chain is seen stretching up the scaffolding, and along this chain the bowls of cement are being passed from the mixer to the workmen at the summit who are doing the pouring. If increased mechanisation were to be introduced into the building trade it would throw hosts of people into unemployment, already a national problem.

SHOWING THE WAY AHEAD IN INDIA : Dr. Rajendra Prasad, the Indian President, sits on a table spinning, while near him on the floor sits Pandit Nehru, the Prime Minister. They were inaugurating the Community Projects Scheme at Ali Pur, about ten miles from New Delhi. The scheme was first mooted by Gandhi, and the inauguration was timed to coincide with the anniversary of his birth.

The scheme launched on Gandhi's birthday for aiding Indian villages involves field operations on fifty-five community projects spread over every state of the Indian part of the sub-continent, from Kashmir in the north to the combined states of Travancore and Cochin in the south. The total area affected is 26,950 sq. miles, with 18,464 villages and a population of well over 15,000,000. The projects, which are to be completed in three years, include the development of virgin and waste land, provision for irrigation facilities and the general improvement of seed quality, agricultural techniques, implements and marketing and credit facilities. Education, housing and public health are other aspects of the community life to be improved. Nearly 384,000,000 rupees (roughly £29,000,000) is to be spent on the scheme. Goods, equipment and technical assistance to the value of 40,000,000 rupees (about £3,000,000) are being contributed by the American Government. It is hoped that the effect of this great scheme will broaden into a general raising of standards throughout the country; other states and villages, though for the time at least without the material aid enjoyed by the selected areas, learning from their new methods and techniques. Emphasis is being placed on the dignity of labour, and high officials have led the people in digging, planting and sweeping.

THE POPE RETURNS FROM HIS SUMMER RESIDENCE AT CASTEL GANDOLFO TO ADDRESS A GREAT CONCOURSE OF MEMBERS OF CATHOLIC ACTION: When this picture was taken His Holiness was being borne towards the Basilica of St. Peter's acclaimed by his enthusiastic followers.

THE POPE AND THE ARMY OF CATHOLIC ACTION

On left—

With the express object of addressing 150,000 men of Catholic Action gathered in the great piazza in front of St. Peter's, the Pope left his summer residence at Castel Gandolfo. His thirty-minute speech was the climax of two days of celebration marking the thirtieth anniversary of the founding of the Men's Association of Catholic Action, the Church's militant organisation for the lay apostolate. In this speech the Pope called on the pacific army of Catholic Action to close its ranks in strict discipline and face the enemies of God with courage and the certainty of Christ's ultimate victory. After the speech the Pope made one of his rare appearances in the City of Rome outside the Vatican, when he visited a new church built by Catholic Action as a present to him in a workers' district. The church is dedicated to St. Leo (Pope Leo I—the Great), who saved Rome and Italy from the hordes of Attila exactly 1,500 years ago.

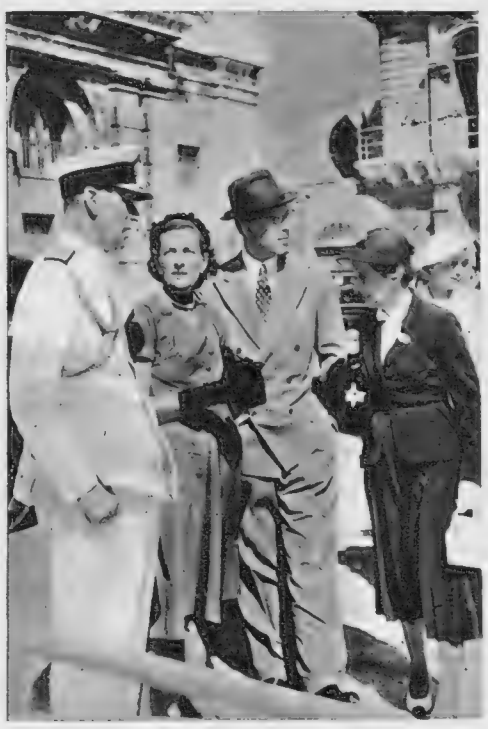
Pope Pius XII referred to this in his speech. To-day, he said, not only Rome and Italy, but the whole world were threatened. "The enemy is everywhere": he aimed at the dissolution of morals; he proclaimed that "God is dead," or "God has never existed"; he advocated freedom without authority, sometimes authority without freedom.

The Pope said the world was witnessing an attempt to build a structure of economy, law and policy without God. Close study of the text of the Pope's speech has convinced most people of its political significance, and Italy's Communist Press reacted very sharply to some of his remarks.

THE KING OF CAMBODIA PLAYS HIS PART IN THE FIGHTING IN INDO-CHINA: King Norodom Sihanouk (in white shirt) leading members of his staff across a plank bridge during operations against the insurgent forces. Walking directly behind the King is Captain Hogart (France), who acts as his military adviser. The King is personally commanding operations in the area of the Kralanh Mong Road in North-Western Cochin-China.

The Indo-Chinese War, so long-drawn-out and such a drain on French resources, has had even less publicity in the British Press than the Malayan War has had in the French Press. It is a war of many extraordinary features, not least the participation of its sovereign heads in hostilities. In Viet-Nam the Emperor Bao Dai is Chief of State, and in Cambodia His Majesty Norodom Sihanouk has since June last, when he dismissed his Cabinet, headed his own administration. He also heads his own forces in the field. At the time of that dismissal the King accused the former Government of incompetence, of failure to maintain public order, and of compromising the country's position. The King's action in June was taken after considerable unrest in Cambodia, which had led to attacks on French forces by guerrilla groups in a number of areas. The mopping-up of those guerrilla groups is now proceeding, and the King is taking an active part in their extermination. It now seems that the Cambodian insurgent movement (Issarak) is again in decline, as it was said to be in 1951.

THE NEW N.A.T.O. AIR BASE IN FRANCE: The airfield of Grostenquin, in Eastern France, one of the twenty which have been constructed or reconstructed over the past eighteen months as part of the North Atlantic Treaty Organisation's programme. Grostenquin has now been taken over by three Canadian fighter squadrons which flew from Prestwick, making the journey in 1 hr. 15 mins. General Jouhaud, speaking on behalf of the Secretary of State for Air, welcomed the Canadian pilots at a ceremony in the officers' mess of the base. The airfields, which are being constructed by France for N.A.T.O., are all designed on a similar pattern, with runways between 5,000 and 7,000 ft. long and 135 ft. wide. There are also taxiways and hangar accommodation for fighter aircraft.



On left—

THE KING AND QUEEN OF SWEDEN IN MALTA: Their Majesties with Earl and Countess Mountbatten, who were their hosts during a week's stay in the island. Earl Mountbatten is the Queen of Sweden's brother. This picture was taken after the King and Queen had attended Divine Service in H.M.S. *Glasgow*, the Commander-in-Chief's flagship.

PHEASANTS SINCE CÆSAR

These Ground Birds have Thriven on these Shores, and Will Continue to Thrive Despite the Diminution of Specialised Rearing

By BRIAN VESEY-FITZGERALD

THE pheasant is a very remarkable bird. But it is now so common a feature of most countrysides that we have come to take it for granted, notice it only in passing, as it were, and realise not at all that we have seen a truly remarkable bird.

To begin with, the pheasant is not indigenous to the British Isles. It was introduced, but nobody knows when or by whom. There is a theory, popular among countrymen, that it was brought over by Julius Cæsar. Cæsar, who had a real genius for self-advertisement, gets the credit for all sorts of things with which he had absolutely nothing to do (there are still, so thorough is the teaching of history in our public schools, large numbers of educated Englishmen who believe that he conquered Britain), but he cannot be allowed the credit for the pheasant. Cæsar made two brief visits to England, never felt at home, and certainly did not bring any pheasants with him. But it is very probable that the bird was introduced towards the end of the Roman occupation. About A.D. 350 Palladius, in his *De Re Rustica*, gave detailed instructions for the rearing of pheasants (incidentally, some of his hints form part of the daily practice of British gamekeepers to this day), and it may be taken for granted that he would not have done so had there not been a lively interest in pheasants and pheasant-rearing among Roman landowners and farmers. But whether it was the Romans or not who brought the pheasant to England the bird was certainly here well before the Norman Conquest, for it is mentioned in a Waltham Abbey Ordinance of 1059.

That pheasant was *Phasianus c. colchicus L.*, the black-necked pheasant, which was known as the Old English Pheasant or the Old English Black-neck. The ring-necked pheasant, *Phasianus c. torquatus*, a bird with a white ring round its neck, was not introduced into England before the latter half of the eighteenth century. It came from Southern China, and the first mention of it in literature is by Thomas Pennant in 1768. Since then all sorts of pheasants have been introduced, notably *Phasianus versicolor* and the Mongolian pheasant, but also such exotic creatures as Reeves's pheasant (that is the one with the exceptionally long barred tail), and these new introductions have all mixed freely with the original stock. All pheasants, by the way, interbreed freely, and though it is said that crosses with Reeves's pheasant are infertile, I do not know that this has been proved beyond question. I should certainly need a great deal of convincing, and so, I think, would most countrymen. Be that as it may, it is true to say that all the pheasants in the British countryside to-day are mongrels. Nearly all of them now bear a white ring, or a partial ring—at any rate, some white—on the neck. When I was a boy you could still see an occasional black-neck. I have not seen one for many years now, and I should say that it would be impossible to-day to find a true black-neck in all Britain. But you can see all sorts of oddments, from creams to melanistic mutants, and with every length of tail. Indeed, it is very difficult to find two pheasants with exactly the same plumage. And this is one way in which the pheasant of our fields and woodlands is remarkable: more than that, is unique. It is, outside the farmyard, the only mongrel bird.

It is remarkable, too, in that it has made nonsense of all the pontifications of the experts and the gamekeepers and the shooting-men; including, I hasten to add, myself, though I make no claim to be an expert.

For years and years we have been accustomed to regard the pheasant as a semi-domesticated bird. At one time, indeed, during the late-seventeenth and early-eighteenth centuries, the pheasant seems to have been kept in captivity and bred for the table rather than for sport. Breeding for sport does not seem to have commenced until about 1825, but within a very few years large numbers were being reared under artificial conditions, with farmyard hens as foster-mothers and food doled out by gamekeepers. As early as 1845 a bag of 1,000 pheasants in a single day was obtained in Norfolk. But once the Crimean War was over, and the great era of the *Pax Britannica* well established, pheasant-rearing really got under way, and bags of 1,000 in a day were soon left far behind. As early as 1883 a bag of 2,373 to six guns in a day was recorded, and before the end of the century there were two or three records of bags of upwards of 3,000 killed in a single day. In three days' shooting at Highclere, in Hampshire, in 1895, six guns killed 10,807 pheasants. Even these figures were left far behind with the turn of the century. In 1904, on two successive days on the same shoot, 3,542 and 3,034 pheasants were killed, and the next year, on the same shoot and again on successive days, the bags were 3,423 and 3,552 birds. This shoot figured among the records again in 1909, when 3,824 birds were killed in a single day, and on the next day 3,045 were killed *before luncheon*, shooting for the day then being stopped by a very high wind. But for the gale this would, surely, have been the record day for Britain. As it is, the record bag of pheasants in a day belongs to Buckinghamshire, in which county at Hall Barn, Beaconsfield, on December 18, 1913, a party of seven guns (including King George V, then the best game shot in the world) killed 3,937 birds. These are bags established beyond dispute. Much larger ones have been recorded: 6,000 pheasants in a single day in December 1913 and 8,000 in a day during some other winter (I forget which, but the occurrence was reported in the *Morning Post*) are examples.

Now these huge bags—say, some 7,000 pheasants in two days (and I am considering only authenticated records)—were not obtained just by going out and shooting wild birds. These were birds especially raised to provide sport. Enormous trouble was taken and a large number of gamekeepers and assistants employed.

What had to be ensured was a proper supply of eggs for the next year's sport. Not every pheasant's egg hatches by any means. To provide 7,000 birds for a couple of days' shooting—and these were not the only two days that season—means a vast number of eggs, and that means a big surplus of hens at the end of the shooting season or recourse on a very large scale to a game-farm. In order to make certain of sufficient hens the practice on most of the big shoots was to collect a certain number before the shooting began—this was not difficult with a little judicious feeding—and to enclose them in a fenced covert, after clipping their wings, or in pens. By this method the possibility of using pricked birds was avoided, and the head keeper could be certain that he would have enough hens for the mews. All the same, the game-farms did a very good trade. In the mews the usual practice was to allow six hens to each cock. The mews were not closed in at the top, so that it was easy for wild or semi-domesticated cocks to visit the hens.

The birds had to be fed (barley-meal and biscuit-meal in the morning; dry mixed grain in the afternoon; additional green food occasionally), vermin had to be kept down, the ground (particularly where it was heavily stocked and it usually was) had to be watched to see that it did not go stale, and lime and sand had to be sprinkled every now and again.

About the beginning of April collection of eggs began and continued for about a month. Foster-mothers had to be ready at the right time, and coops prepared. (When an incubator is used there is the additional trouble of removing the eggs from the hen as soon as they begin to chip and placing them in the incubator, and then returning the chicks to the hens.) The young chicks had to be fed three times a day, and at night the keeper had to see that the hens were shut in the coops. About the middle of June the penned pheasants would be turned out, and then the ground of the mews had to be dug over and sown with grass. There was the same ground trouble with the coops. The same ground cannot be used two years in succession. And over and above all that, the keeper had to do at least two other things: keep an eye on the few wild nests, removing all the eggs except, perhaps, two from those nests in exposed places; and watch at night for marauding foxes or poachers or farm dogs.

Is it any wonder with all that—and that, mind you, is a very cursory outline of a most complicated business—that man came to regard the pheasant as a pretty helpless bird, one that had to be cossetted if it was to survive to provide sport? I do not think so. In any case, that is the reputation the pheasant acquired. In particular, the bird acquired the reputation of being delicate. It is true that there are any number of pheasant diseases—all the ones well known to the poultry-farmer, in fact—but they are diseases of the rearing-field. And this, in all the rush and turmoil of the rearing season with its inevitable losses, was overlooked. It came to be regarded as the natural course of events. Pheasants were delicate birds.

And hen pheasants acquired the reputation of being exceptionally bad mothers. And this was natural enough, too. Why otherwise remove the eggs almost as soon as laid? Why otherwise all this bother with hens and coops and three meals a day?

Then, too, there was the fear of poaching, most particularly by foxes and stray dogs, but also by men. This was perfectly natural in the rearing-field, but it was also held to apply to wild pheasants, birds long since free of the rearing-field. It was widely held that the pheasant was the most stupid of all game birds. It has the habit of crowing ("cocking") when it goes to roost of an evening, thus advertising the site of the roost to all and sundry, four-legged and two-legged. Yes, a delicate and stupid bird, sprung from an incompetent mother; a bird unlikely to reach maturity if bereft of the loving care of man.

When the Second World War broke out pheasant-rearing practically stopped and the feeding of pheasants in covert was forbidden. Gamekeepers, to all intents and purposes, disappeared. And the pheasant ought to have done so, too. The bad mothers ought not to have been able to rear their young; disease ought to have swept through the ranks of this delicate bird; there was nothing whatever to stop the poachers, two-legged and four-legged. And, as a matter of fact, poaching did increase to an alarming extent.

Actually, the pheasant thrived. When the war ended, despite the incompetence of the hen, despite disease, despite the black-market and the troops, there were more, far more, genuinely wild pheasants in Britain than ever before. Indeed, I remember, shortly after the war ended, complaints about them as "pests" in certain parts of the country.

What we had all forgotten amid the paraphernalia of pheasant-rearing on a huge scale was that the pheasant had been here, probably from Roman times, and had managed to survive all right, which it could not possibly have done in a country foreign to it had it been delicate and the hens lacking in the proper maternal instincts. It is true that the hen pheasant (very probably hand-reared herself in the first place) is often careless in her choice of nesting site. It is true that as often as not she appears to take insufficient care of her chicks after they have hatched, and it is true that from each nest probably only three or four chicks survive to the shooting season. Moreover, experience has now convinced me that the hen pheasant, born wild, is by no means careless in her choice of nesting site.

DAY-OLD PHEASANT CHICKS OUTSIDE THE COOP: Even when hand-reared, pheasants are very shy and wary birds, and because of this they have continued to thrive in this country.

We had forgotten, too, that the pheasant, even when hand-reared, is in fact a very shy and wary bird. We remember its noisy habits at roosting time, but forget that this is useful advertisement only for man. What dog can climb a tree? What fox would trouble, when there is poultry to be had with so little bother? And we had forgotten, remembering only the drives and the birds coming over fast and high, that the pheasant dislikes flying. It is a ground bird, gaining all its living on the ground, and it flies as little as possible and then for the shortest possible distance. It much prefers to crouch in cover and, when disturbed, to run. These habits, which are not those observed by the line of waiting guns, are very valuable to the pheasant in the wild, and they brought him through the war very successfully indeed.

What does astonish me is that the lessons provided by the pheasant in the war have been forgotten so soon. We are again hearing all the old stories—about stupidity, disease, the erring ways of mothers. But there is, compared with pre-war days, little pheasant-rearing. Compared with pre-war days, there are few gamekeepers. The most that any shoot not owned by a millionaire can do is to maintain a nucleus of rearing stock. Yet there are any number of pheasants about. And these, remember, are wild birds, genuinely wild birds.

The old days of the huge bags have gone for ever. A huge bag required exceptionally good shots, and the days of the exceptionally good shot have also gone for ever. To be an exceptionally good shot, an absolutely first-class shot, you have got to shoot regularly and go on shooting. Economic conditions make that quite impossible. We delude ourselves if we imagine that the old days of the rearing-field, the battalions of keepers and the armies of beaters are ever going to return. Personally, since I never took part in a shoot of that nature, I do not regret them. Certainly their disappearance will not mean the disappearance of the pheasant. On the contrary, I believe that it will do the pheasant good and that it will provide better shooting.

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MOTOR SHOW HIGHLIGHTS

A MORE INTERESTING SHOW IN 1952 THAN IN 1951, WITH MORE IMAGINATION IN THE SETTING OUT OF THE EXHIBITS

By Sir Miles Thomas

SIR MILES THOMAS : Sir Miles is now Chairman of British Overseas Airways. In 1946-47 he was President of the Society of Motor Manufacturers and Traders.

GONE are the days when every stand at every Motor Show was a riot of new designs. Manufacturers nowadays realise that they have to face too many difficulties of production to permit them to stop their assembly lines annually in July to re-tool for new autumn models. The labour situation, for one thing, demands continuity of employment throughout the twelve-month. The export business, too, is less seasonal than was the pre-war predominance of the home market.

None the less, there are some interesting new cars at Earl's Court this year. The most notable trend is towards fitting larger engines now that the bugbear of the old horse-power tax has disappeared. Outstanding in this respect are the Ford and Vauxhall ranges of cars. These both have "over-square" engines, in which the bore of the cylinder is greater than the piston stroke. This system gives lower piston speeds for a given power output and, in brief, means a livelier engine, with less critical demands on lubrication.

Pride of place for all-round performance this year goes to the new 4½-litre Bentley, with its twin exhaust system and new coachwork. I like particularly the extra roominess in the boot, and the improved body lines of an already handsome car.

Similarly, the new Humber Super Snipe and Pullman range have larger engines. The Snipe now boasts a 4-litre overhead valve engine and the whole chassis of the car, as well as its body, is redesigned. The new coil springs with direct-acting hydraulic shock-absorbers contained within them give an exceptionally direct and efficient suspension—so important on a fast car intended for long journeys.

It's a good idea to allow successful competition and racing cars into the Show this year. The sports model Aston Martin DB 2 is a youthful veteran of track and road which has been successful in gaining an award in nine important competitions during the past two years. Its speedometer reads over 26,000 miles, of which more than 7,000 were covered at average speeds in excess of 70 m.p.h. Nor must the Jaguar coupé be missed, for it was this car that at the Montlhery track near Paris did, in effect, a full week's running at over 100 m.p.h.—a most notable performance, but one which owners of production-type Jaguars can well understand, for there is no doubt that this is one of the world's outstanding cars for speed, comfort and a very moderate price.

Among sports cars again many will be attracted by the svelte lines of the Bristol. Although this car has only a 2-litre engine, it is astonishingly fast and probably gives more pace per pint of petrol than any other car of its class. Recent substantial price reductions should increase its appeal.

Personally, I am sorry that there is not at the Show any real range of what I would call "everyman's" cars. Our German and Italian confrères are producing these very small cars with ingenuity, and are obtaining good selling results not only in their own markets, but overseas in ours as well.

I was astonished recently to see how many Volkswagens and small 5-h.p. Citröens were to be seen on Continental and Egyptian roads. There is no doubt that in this country, too, there should be scope for cars even smaller than the popular Morris Minor and Austin Seven.

The merger of the Austin and Morris Companies into the British Motor Corporation, incidentally, means that some Morris Minor models, notably the four-door saloon, will have the same engine in future as the Austin Seven. This is an overhead valve unit of very modern design, and although it is slightly smaller in cubic capacity than the old side-valve Morris engine, it is said to give more power at high rates of revolution, and when driven at normal paces can show a better fuel consumption.

The Austin Seven car is shown as a sectional exhibit, which enables one to see the all-steel construction of the chassisless coachwork, a system that combines great strength with lightness and, therefore, enhanced performance. The Morris Minor originated this system, together with torsional front suspension.

I well recall the delight we felt when the chief designer at Cowley and the development engineer responsible for its construction took the first prototype Minor on the road as a hand-made sample, and found how well it cornered and how excellent—for a small car—was the suspension. One of the leading designers responsible for the general conception of the Morris Minor has now joined the Alvis Company, and I should imagine that in a couple of years' time there will be a very interesting newcomer from that stable to augment the already popular 3-litre model Alvis shown at Earl's Court this year.

In the medium-size cars the popular Morris Oxford, now with a new front grille, claims attention, likewise the 6-cylinder Wolseley, which has very much improved front suspension. I drove one of these cars recently in Switzerland and was much impressed by the liveliness of the engine, particularly on the intermediate gears.

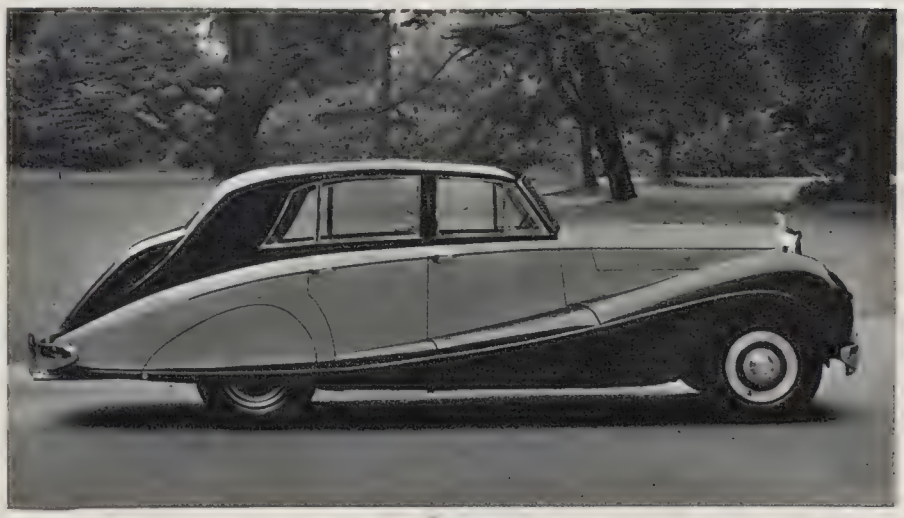
And now comes an entirely new Wolseley model, the 1¾-litre Wolseley Four-Forty-Four. This is a most attractive-looking newcomer, with a long, low-hung body and very modern radiator treatment, typically British in conception, and for that reason all the more attractive.

The new 4-cylinder Wolseley engine is an overhead-valve unit. The valves are operated by push-rods, and, naturally, on a car of this type, there is a four-speed synchro-mesh gear-box, independent front suspension and a fully up-to-date mechanical specification. I predict that this new Wolseley will be one of the high-lights of the Show.

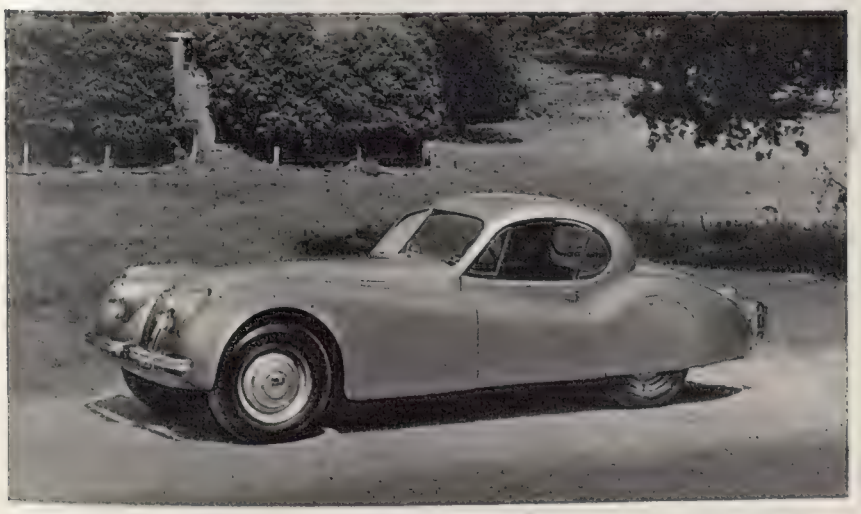
Perhaps one of my most impressive experiences of recent overseas driving was with a Rover 75 Saloon, from Kingston, in Jamaica, to Montego Bay on the north shore of that island of tropical vistas and blind hairpin bends. We had a large and powerful American car in convoy with us, and it was most interesting to observe how the British Rover swept nimbly round steep corners while the more softly-sprung American model heeled over at speed. That ride left me with a deep respect for the Rover's road-worthiness.

Those overseas motorists who are looking for a sturdy all-purpose car should also inspect the famous Standard Vanguard. Its big 4-cylinder engine has already proved itself remarkably successful both at home and overseas, and it is backed by a magnificent spare part organisation. Besides being fitted in the Vanguard Saloon this engine is now in a two-seater sports car to be marketed under the name of Triumph. This is specially designed for sale in the United States. It is a light, open car, and its twin carburettor system gives the engine added liveliness and should fit it well for the long, straight turnpikes and boulevards on the roads anywhere between New York and Los Angeles.

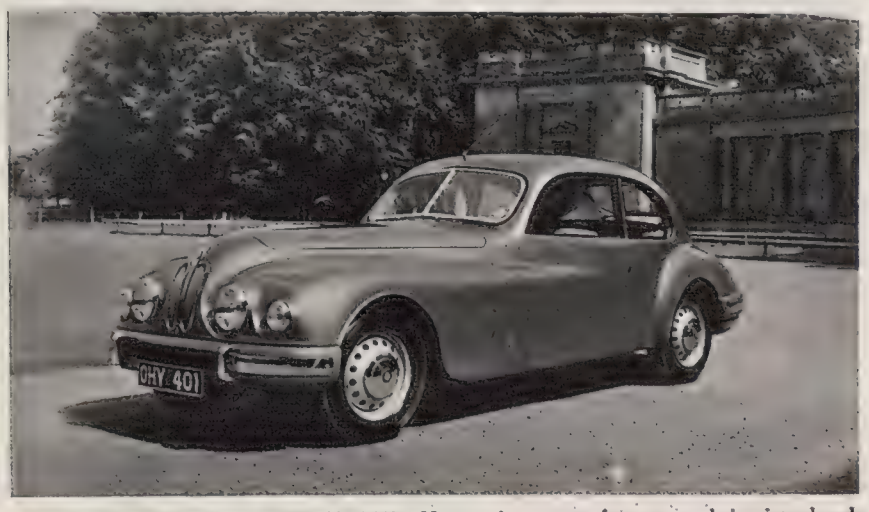
All in all, it is a much more interesting Motor Show than last year. Its sponsors, the Society, have used more imagination in setting out the exhibits. No one will be sorry for the passing of the Car Covenant system which prohibits re-sale of a new car within two years of its purchase. A return to freer trading must be a healthy sign for a virile and progressive industry which is doing so much to promote exports.



MODERN BODY STYLING AT THE SHOW—ELEGANCE IN COACHWORK AND A SWEEPING GRACE OF LINE : This is the four-door six-light Sports Saloon coachwork of Freestone and Webb, mounted on a Bentley chassis, one of the four designs which this celebrated firm of motor body builders is now displaying at Earl's Court.



THE JAGUAR 3½-LITRE XK 120 FIXED-HEAD COUPÉ : No new Jaguar models are being introduced this year among the models being shown at the Show. In addition to the fixed-head coupé there is the XK 120 and the Mark VII Saloon. The coupé has the beautiful wing line of the open model, and the coupé top, it will be seen, is styled in harmony with it.



THE BRISTOL-TYPE 401 2-LITRE SALOON : Here again no new features are being introduced for 1952. This year, however, the car heater, which was at one time an optional extra, is included as standard equipment. Two cars are on view at Earl's Court, one with bodywork finished in off-white with lavender upholstery, and the second with the colours reversed.

THE ARMSTRONG-SIDDELEY SAPPHIRE SALOON—A COMPLETELY NEW MODEL INTRODUCED AT THE 1952 MOTOR SHOW: This high-performance luxury motor-car is available in two styles, four- or six-light. Except for the number of windows, the cars are similar in all other respects. The equipment is lavish, and ranges from two-speed self-parking wipers and complete air-conditioning to a set of tools in a special rubber nest stowed in the extremely capacious boot, which is of 17 cubic ft. capacity and has a counter-balanced lid. The retail price of the Sapphire, including purchase tax, is £1,728 3s. 4d.

INNOVATIONS AND VARIANTS AT THE EARL'S COURT SHOW

The Sapphire Stands Out as the Most Interesting Exhibit in the 1952 Motor Show, which is Once Again Made Notable by the Wide Range of Superb British Coachwork

BY "THE SPHERE" MOTORING CORRESPONDENT

WHEN all is said and done, I suppose the most interesting exhibit at the 1952 Motor Show, which opened at Earl's Court on Wednesday, is the new Armstrong-Siddeley Sapphire—unless there is one of those last-minute surprises that sometimes take our breath away.

Armstrong-Siddeley Motors, Ltd., are one of our oldest car firms, with a reputation for building high-grade, expensive cars that always seemed a bit on the heavy side. Their new Sapphire would seem to mark a change of policy, for this 95-m.p.h. 6-cylinder six-seater has an excellent power-to-weight ratio and is listed at a figure—£1,110, plus £618 purchase tax—which appears to be very good value for money.

The styling of the Sapphire is good. The car is nicely streamlined, but retains the traditional "English" look, and the vertical radiator grille is still unmistakably "Armstrong-Siddeley," even if you failed to spot the jet-age sphinx mascot on top of it. The sphinx now has winged jet-pipes! Does this fact not suggest that modern jet-age thinking in the Armstrong-Siddeley organisation, producers of one of the world's most powerful turbojet engines, has had its influence on the firm's automobile outlook?

The Sapphire's overhead-valve engine is of "square" design in the new fashion which has developed since the motor industry was emancipated from the horse-power tax. To be precise, the bore measures the same as the stroke: 90 mm. The swept volume is 3,435 cc. and it develops 120 b.h.p. at 4,200 revolutions a minute on a compression ratio of only 6.5 to 1, which suggests there is plenty of scope for "stretching" the unit's power output should that prove necessary.

Buyers have a choice of four or six windows, and can specify either a synchromesh gear-box with steering-column control or the famous Armstrong-Siddeley pre-selective gear-box, which is now electrically operated, with automatic centrifugal clutch and a neat control "gate" on the steering-column.

For those who still think in terms of horse-power—and the practice is dying hard—the Sapphire is a 30.13-h.p. car. It has independent coil suspension at the front, fog lamps, two-speed wipers, a petrol-reserve tap, luxurious upholstery, and such refinements as reversing lights and well-placed hand-grips with which passengers can pull themselves up from their seats.

Overall dimensions are: length 16 ft. 1 in.; width 6 ft.; height 5 ft. 3 ins. Dry weight of the Sapphire is only 31 cwt.

Another big new 6-cylinder saloon that will attract great interest at this year's Show is the Humber Super Snipe. It is a completely re-designed model of a make that has given pleasure and profit to thousands of motorists for a number of years, and should be able to keep well to the fore a name that has held an honoured place in British motoring.

A new engine which has been named the Blue Riband and which has overhead valves operated by push-rods, replaces the 4,086-cc. side-valve unit which powers the 1952 Snipes. The new unit is slightly larger—4,138 cc. It develops 113 b.h.p. at 3,400 r.p.m., and the makers claims that it gives the new Super Snipe a speed of "considerably over 90 m.p.h."

The new model is not unlike its smaller sister—the Hawk—in external appearance, and its lines should appeal to those who like a modern coachwork style as well as those who think that transatlantic tastes are aped too assiduously by some makers.

NEWS FROM THE ROOTES GROUP: *Left*—The latest Humber Hawk. Its appearance is enhanced by the newly-designed air grilles, incorporating the side lamps, the massive bumpers with new over-riders, the push-button door-handles and the chromium stone guards on rear wings. *Right*—The latest Humber Super Snipe, which is powered with a new 6-cylinder o.h.v. engine of 4,138 cc., developing 113 b.h.p. at 3,400 r.p.m. The new front suspension and large luggage locker are other features.

A comfortable six-seater, the new Super Snipe has a big boot, independent coil springing at the front, massive bumpers, courtesy lights, ultra-violet lighting for the speedometer dial, press-button door locks and two-speed wipers. It is available in a choice of rear axle ratios, as the designers thought overseas buyers might prefer a slightly higher ratio than that which best suits the road conditions in Britain.

At a time when the tendency is for car prices to come down, the Rootes Group have courageously decided to increase the list price of the new Super Snipe by £215 to £1,045. Purchase tax is now £582, giving a total of £1,627—an increase of £335 overall.

THE MORRIS OXFORD WITH A NEW LOOK : This saloon, popular for its economy, space and performance features, has an impressive new pressed chromium-plated radiator grille which replaces the die-cast zinc alloy type. ***On left*—THE MORRIS MINOR FOUR-DOOR SALOON :** The first engineering benefit from the merging of the Morris and Austin groups is that this saloon is now being powered by a new overhead-valve engine designed to give greater economy in running. The 803-cc. engine provides a maximum speed of 65-66 m.p.h.

THE NEW WOLSELEY FOUR-FORTY-FOUR : This completely new car is a medium-sized full four-seater saloon. It is built on the mono construction principle and powered by a lively 1¼-litre o.h.v. engine to combine the attributes of reasonable economy in running, luxurious finish and satisfactory performance.

THE RILEY 2½-LITRE SALOON : A number of improvements and refinements have been introduced on the Riley 1½-litre and 2½-litre models. One feature which greatly improves road safety is the inclusion of Girling brakes with direct hydraulic actuation to all four wheels in place of the previous hydro-mechanical system.

THE TRIUMPH SPORTS CAR : This two-seater open sports model is characterised by all-weather equipment. The steel body is rustproofed by the Bonderizing process.

THE AUSTIN SOMERSET COUPÉ : With the exception of the Somerset coupé the Austin exhibits are similar to last year. The Somerset was introduced during the summer.

Other new models in this year's Show include a 90-miles-an-hour Triumph sports two-seater, the Wolseley 4/44 and Sydney Allard's new Palm Beach—a smaller car than this year's Monte Carlo Rally winner has marketed previously, and which is designed to use either of the engines fitted to the Ford Motor Company's Zephyr and Consul saloons.

The Consul engine is a 1½-litre 4-cylinder unit. The Zephyr motor is similar, with two cylinders tacked on, giving a capacity of 2¼ litres. With either of these engines the three-seater Palm Beach should do nearly 100 miles an hour. Allards are also showing a new saloon model named, appropriately, the Monte Carlo. It uses a 3.6-litre V-8 engine and is more roomy than previous Allards. Prices of the new Allards are: Monte Carlo saloon £1,650, plus £918 tax; Zephyr-engined Palm Beach £865, plus £482; Consul-engined Palm Beach £800, plus £445.

Like the new "baby" Allard, the new Triumph two-seater sports model is obviously aimed at the North American market, and I understand that few will be seen on the roads of Britain for some time after the car gets into full production in the spring. It has a four-cylinder o.h.v. engine of 1,991 cc. and a four-speed gear-box. Dry weight is 14 cwt. and the makers claim a petrol consumption of 24 m.p.g.

It looks to me as if the new Wolseley 4/44 is intended to replace the present 1½-litre Wolseley 4/50, although the latter model is still, apparently, in production. The dimensions of the 1¼-litre engine in the new restyled Wolseley suggest that it is our old friend, the M.G. unit. Compared with the 4/50 model, the luggage boot of the new Wolseley has been made bigger by the expedient of mounting the petrol tank vertically at one side.

Apart from the new Wolseley the Nuffield Organisation's range continues more or less unchanged, though both the 1½-litre and 2½-litre Rileys have had considerable mechanical modifications that do not show on

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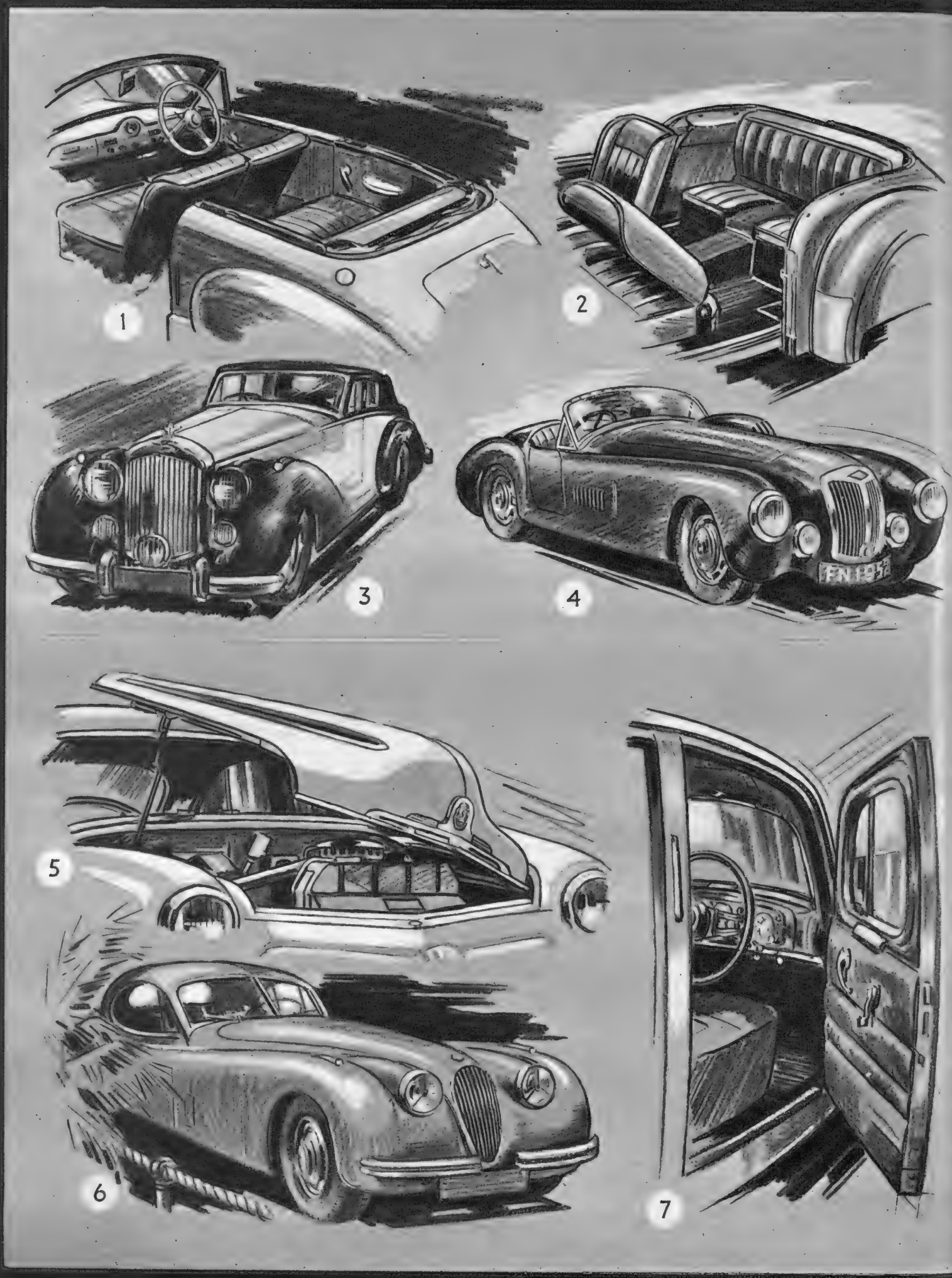
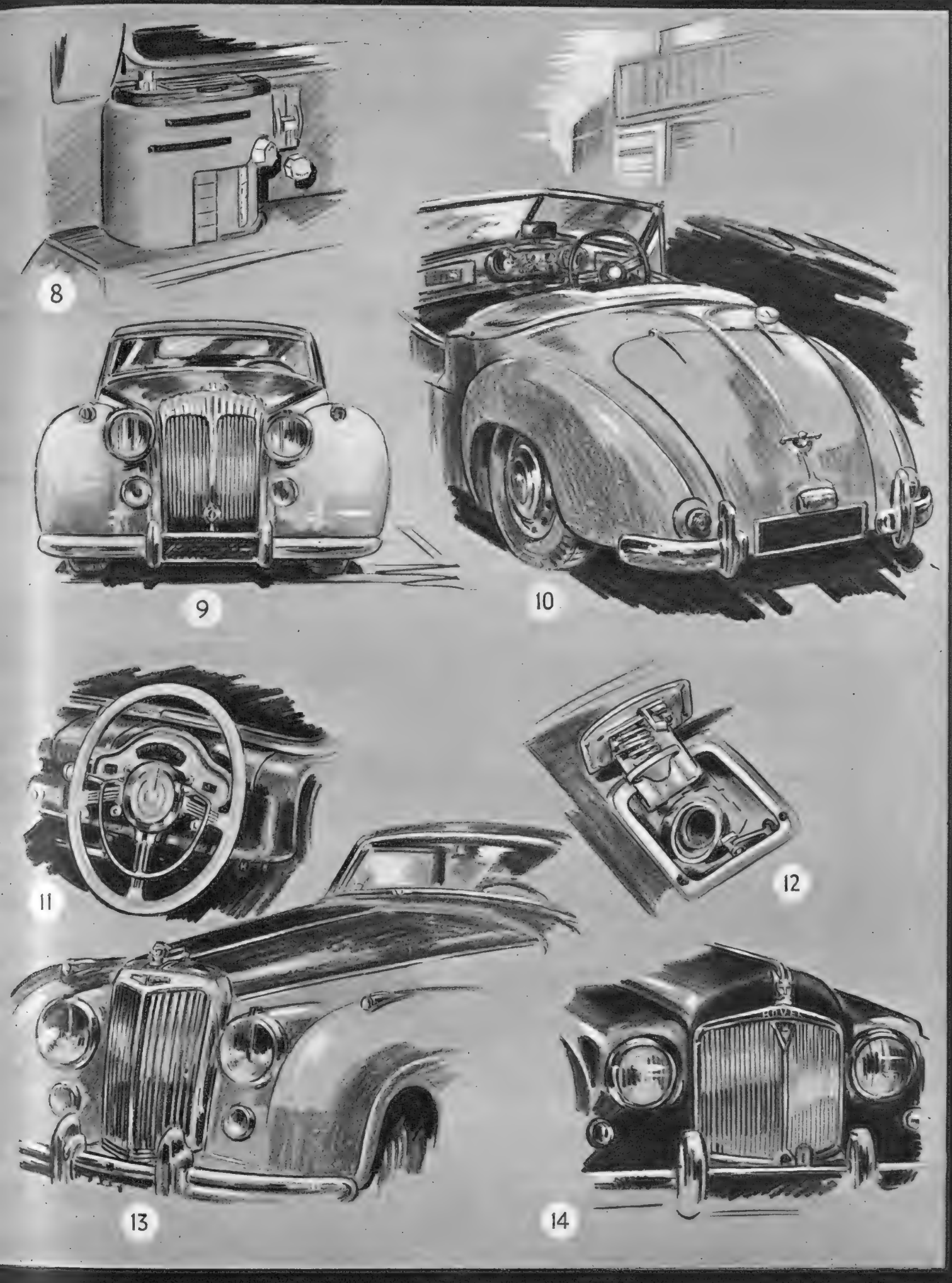


MOTOR SHOW IMPRESSIONS

By Patrick Nevin

In these special SPHERE drawings Patrick Nevin shows some of the outstanding models and characteristics at Earl's Court this year. On more than 500 stands at the Exhibition there are nearly 300 cars, both British and foreign, their value in all being over £3,000,000. It is not a Show marked by extraordinary innovations, although of the production cars a number of brand new models are to be seen, but it is a deeply impressive display befitting the Jubilee Year of the Society of Motor Manufacturers and Traders. It is the 37th International Motor Exhibition. In these drawings Patrick Nevin shows:

(1) The interior of the **Austin A 40,** the Somerset coupé, a car which has already won golden opinions in the export world. (2) This is the rear seat of the **Lea Francis** 2½-litre. The wide-opening doors allow easy access to this rear compartment. The front seats are adjustable fore and aft. Provision is made for the hood and tonneau cover to be enclosed in a separate compartment behind the rear seat squab, when not in use. (3) The new **Bentley**. This sports saloon has a lengthened chassis, much enhancing an appearance already improved by re-styled body-work. Luggage space has been increased to double the capacity of previous models. The recently introduced 4½-litre engine still further adds to performance. (4) The **Frazer Nash Mille Miglia.** The Mille Miglia model is to continue in production with a similar technical specification to the Targa Florio Turismo model. The Mille Miglia is the more expensive of the two, however, as it requires a more complicated frame. Frazer Nash



cars are built entirely by hand at their own works, including body-work and upholstery. (5) Accessibility of the engine is the special feature of the new **Vauxhall**. The bonnet can be raised from either side or taken off completely. It is as simple in operation as it is ingenious in design. (6) The **Jaguar** 3½-litre XK 120 Fixed Head Coupé. The Jaguar is one of the most impressive cars in the world to-day, revealing great power with notable smoothness and silence in running. (7) The flush doors of the new **Singer** command special attention. (8) This is the arm-rest radio in the new **Humber Pullman**. (9) The **Daimler** 3-litre convertible coupé. This entirely new convertible coupé is now being exhibited for the first time in Britain. The car has already aroused considerable interest in Canada, where it was shown at the National Exhibition, Toronto. The new Daimler is designed especially for long-distance high-speed touring in characteristic Daimler comfort. It is a two-door six-seater with modern lines, bearing a distinct relationship to the styling of the Daimler 2½-litre Special Sports Model, which it supersedes. (10) The **Jowett Jupiter** Mark IA. This sports convertible has a new hood and boot. (11) The steering-wheel and dashboard of the **Ford Zephyr**. The instrument cluster is now encased in the steering-column, and brought nearer to the driver. A parcels shelf is provided under the panel and now extends the whole width of the car. (12) The tank cap in the **Wolseley Four-Forty-Four** is released when a button is pressed at a convenient position inside the luggage boot. The flush panel then springs up, bringing with it the actual filler cap. Smooth body contours are preserved by this arrangement, and the petrol is under lock and key by virtue of the release being inside the boot. (13) The **Armstrong Siddeley Sapphire**, the outstanding new exhibit in the 1952 Show. (14) The radiator of the **Rover 75**. Smooth silent power is the keynote of this fine car.

INNOVATIONS AND VARIANTS AT THE EARL'S COURT SHOW

THE 2-LITRE LANCHESTER DE VILLE CONVERTIBLE HAS A SMART INTERMEDIATE DE VILLE POSITION FOR THE HOOD : From this position the hood folds away at the touch of a button. The windows are also power-operated. On show for the first time at a British Motor Exhibition is the Lanchester 2-litre Leda, export version of the Lanchester "Fourteen," which was introduced in 1950. The Leda was introduced to overseas markets this year and has met with general acclaim.

THE NEW DAIMLER 3-LITRE CONVERTIBLE COUPÉ, WHICH IS ON SHOW FOR THE FIRST TIME AT EARL'S COURT : It has a 100-b.h.p. engine and an overdrive gear in the pre-selective gear-box. *Below*—This view shows the capacious luggage boot of the new Daimler 3-litre Convertible Coupé.

THE HOOPER TWO-DOOR FIXED-HEAD COUPÊ : This is on a Daimler 36-h.p. Straight Eight. It is painted in two-tone metallic blue with "quatrefoil" motif, trimmed in lavender-blue leather with fine piping of darker blue. The Fixed-head Coupé seats five persons, three on the front seat, including the driver, and two on separate armchair seats at the rear. Among the special features are a glass panel in the front portion of the fixed roof, which can be covered at will by a shutter, and the electrically-operated windows. There is double sealing round all doors for dust and draught exclusion.

On right—

THE HOOPER SEVEN-SEATER LIMOUSINE ON A ROLLS-ROYCE SILVER WRAITH LONG-WHEEL BASE : This limousine, painted black, is trimmed in light grey leather to the front compartment and light grey West of England cloth to the rear. Three persons can be seated in the rear seat and two on facing forward occasional seats which fold flush into the rear of the division when not in use. There is room for two persons on the front seat.

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the surface. The transmission system has been redesigned and the new rear axle has hypoid bevel gears. This should result in quieter and smoother running at high cruising speeds.

But perhaps the most interesting Nuffield development is also the first spectacular result of the big Austin-Nuffield merger that produced the British Motor Corporation, which is the world's fourth largest car-building combine and which turns out nearly half of Britain's cars.

I refer, of course, to the Austin-engined Minor. All four-door models of the Minor, which are still mainly for export, will from now on be powered by the 807-cc. overhead-valve engine, which is also being used in the new Austin Seven. It is a bit smaller than the side-valve motor of 918·6 cc., which has been used in the Minor up to now, and apart from the obvious production benefits of making one engine instead of two (after production of the old Minor engine has tapered off), the B.M.C. claim that it gives the Minor a higher top speed of about 65 m.p.h. and a better petrol consumption.

Full marks to the Nuffield publicity department for staging their Goodwood test-cum-demonstration to synchronise with the announcement of the Austin-engined Morris car. It was an outstanding performance for that little Minor to thrash round the 2·38-miles racing circuit for 10,000 miles, without stopping, at an average speed of 45·23 m.p.h. and with an overall fuel consumption of 43 miles to the gallon.

The non-stop run was made possible only by the development of an interesting new test technique which involved the use of a mobile "dry-dock" into which the Minor was driven, without stopping, whenever drivers, tyres or oil had to be changed. As the travelling "pit" cruised slowly along at about 20 m.p.h. with the Minor lashed securely to it, mechanics changed its wheels, when necessary, by hoisting one corner of the car off the ground by means of block and tackle while the other three remained in firm contact with the ground.

At no time was the Minor being towed. An elaborate system of warning lights and pressure gauges ensured that even when a rear wheel was being changed the little car was going along under her own steam.

But we must get back to the Motor Show. . . . I think I have said enough about the new cars on view to prove that it is worth going to Earl's Court even though the new 600-cc. Standard Eight will not be on view, and despite the fact that three of the "Big Six"—Austin, Ford and Vauxhall—have nothing really new. For apart from the new cars there are always, at these Shows, interesting variants of existing models—like the convertible models of the 3-litre Daimler, 2-litre A.C. and 1½-litre Austin Somerset that are to be seen at Earl's Court—as well as a wide range of superb British coachwork than which there are seldom any better examples than on the "special" Rolls-Royces, Bentleys and Daimlers.

This year, too, there is the exhibition of British racing cars and four exhibitors—Jaguar, Sunbeam-Talbot, M.G. and Aston-Martin—have taken advantage of the Society of Motor Manufacturers' invitation to display on their stands "special cars of outstanding interest." Up to now only brand new cars that had never been on the road could be taken into Earl's Court. This Golden Jubilee year relaxation by the S.M.M.T. of a needlessly harsh Show rule has been widely welcomed.

Technically, perhaps, the 1952 Show does not take us much farther forward, though the two firms who make most of the brakes for Britain's cars—Lockheed and Girling—both have on view examples of the new disc brakes which experts predict will be stopping most British cars ten years from now.

STANDARD VANGUARD SALOON: Since its first appearance in 1947 the Vanguard has achieved world fame. Further refinements have been added from year to year to make a very remarkable car. The newly-styled radiator grille was introduced in 1951.

THE VAUXHALL VELOX, ONE OF THE MODELS WHICH RECENTLY COMPLETED OBSERVED TEST RUNS FROM LONDON TO BRIGHTON AND LONDON TO CROMER AND BACK: With target average speeds of 30 m.p.h. and 40 m.p.h. for the two runs the Velox showed commendable economy in fuel consumption in exacting conditions.

THE LATEST HILLMAN MINX CONVERTIBLE COUPÉ: The rear side windows provide exceptional visibility and a generous curved rear window removes the blind area often associated with coupé design. Individual front seats are another new feature.

THE LATEST SUNBEAM TALBOT "90": While retaining the characteristics of its predecessors it incorporates many improvements, most notably more powerful brakes. This car has had outstanding successes in international rallies during 1952.

THE 1953 ROVER "75": No major departures have been made from the 1951 model, but there are important improvements in detail which will be readily appreciated. The wide horizontal louvres of the 1951 model have been replaced by a new radiator grille, which has narrow vertical slats. The luggage compartment has been redesigned, and now provides an unobstructed floor. The aluminium alloy lid of the luggage boot is spring-assisted.

On right—

A FORD CONSUL IN FRONT OF ANNE HATHAWAY'S COTTAGE IN THE VILLAGE OF SHOTTERY, NEAR STRATFORD-ON-AVON: Both the Consul and Zephyr Six Saloons are now in production with the redesigned facia panel, the instrument cluster being encased with the steering-column and brought nearer to the driver. Accessibility of the engine and its components is one of the outstanding characteristics of the Consul. The over-square o.h.v. engine provides smooth power output and a long engine life.

MOTOR-BOATS AT THE MOTOR SHOW

THE MARINE SECTION AT EARL'S COURT, WITH THAMES-SIDE FIRMS TO THE FORE

The marine section of the Motor Show has never been anywhere near fully representative of the yacht- and boat-building industry of this country and its allied trades, and this year is no exception. In fact, there are fewer stands in the marine section at Earl's Court this year than last; but this does not mean for one moment that this is not a thriving and progressive industry. On the contrary, it is one that is catering for an expanding clientèle, expanding in numbers if not in purse. The marine exhibits at Earl's Court commend themselves in particular to overseas visitors, who but for this Show would have to make many individual trips to Thames and coastal showrooms in order to see what is now being made. The Thornycroft stand is of special interest for the week-end fishing cruiser on display, a unique craft by reason of the provision of full fishing equipment as an extra. Fairey Marine Limited have five exhibits, including a general-purpose dinghy designed by Uffa Fox, while Boats and Engines, of Weybridge, introduce their Allday fibreglass moulded stem dinghy, a remarkable little craft made in one piece.

Many of the leading producers of marine engines have stands in this section, including Watermota, who offer 3-h.p., 6-h.p. and 10-h.p. petrol engines, and Stuart Turner, who show a complete range of two-stroke petrol engines, electric generating sets and water-pumps. British Anzani are represented by both inboards and outboards. The Morris concern shows the new Vedette Mark V, Class B lifeboat engine, also a 4½-litre Diesel marine engine.

THORNYCROFT'S WEEK-END FISHING CRUISER SHOWS HER PACES IN THE THAMES NEAR THE FIRM'S HAMPTON WORKS: This 28-ft. cruiser is built of mahogany on oak timbers, and is powered by a 4-cylinder marine Diesel rated at 30 b.h.p. This boat, costing £3,950, is intended to appeal to amateur owners who take their deep-sea fishing seriously. The boat is arranged to handle a 10-ft. beam trawl or for rod or line fishing. With a beam of 8 ft. and generous head-room of 6 ft. 3 ins., sufficient space is available to achieve an ingenious and compact lay-out comprising the essentials for comfort. The cabin is fitted with a Dunlopillo cushioned settee on each side.

THE FAIREY CONVERTIBLE GENERAL-PURPOSE MOTOR-LAUNCH: This launch has a length of 16 ft. 6 ins. and a maximum beam of 6 ft. The hull is of special Fairey moulded construction of four laminations of resin-bonded mahogany veneers, the total skin thickness being approximately 7/16th of an inch, giving extreme strength with lightness. With a Morris Vedette engine the price is £630. The speed at maximum r.p.m. is 10 knots, and the fuel capacity is 10 gallons. Fuel consumption at cruising speed is 1 gallon per hour. This picture of the convertible was taken in the Hamble River.

THE FAIREY MUDLARK, WHICH IS BEING SHOWN AT THE MOTOR SHOW FOR THE FIRST TIME THIS YEAR: The Mudlark general-purpose outboard day boat is to be seen with other Fairey exhibits on Stand No. 47. The Mudlark has an overall length of 15 ft. and a beam of 5 ft. 3 ins. Equipped with an Anzani super-single 4-h.p. outboard engine, the total price is £142 10s. Other Fairey marine products on view are the Duckling, a 9-ft. general-purpose sailing dinghy designed by Uffa Fox, and the Fairey Flatfish tunnel stern motor-launch.

THE GREYHOUND HARD CHINE MAHOGANY-BUILT OPEN RIVER LAUNCH: This 25-ft. craft is being exhibited by Andrews' Boathouses, of Bourne End, Bucks, and is seen in this picture on the Thames near Bourne End. At Earl's Court it is on Stand No. 36. Fitted with a 4-cylinder Watermota engine, this boat has a speed of about 13 m.p.h. It seats four to six persons on car-type Dunlopillo cushions. The price is just over £770. The chine type body is on oak frames. The steering is of car type and the gear lever and other controls are all conveniently at hand. Andrews' have been building these exclusive craft since 1913, and hundreds of them are now in action on the Thames and other rivers. Special models can be built at lengths ranging from 15 ft. right up to 50 ft.

ONE OF THE ALLDAY AUSTIN LAUNCHES TRAVELLING AT SPEED ON THE THAMES: This particular model is not on view at the Motor Show, but it is typical of the productions of Boats and Engines, of Weybridge, Surrey. On Stand No. 46 at Earl's Court there is an Allday Austin General-purpose Launch recommended for harbour use or fishing. Of special interest also is the Allday fibreglass moulded stem dinghy. Of 10 ft. 6 ins. length and 4 ft. 5 ins. beam, this yacht's dinghy has a one-piece moulded hull with buoyancy chamber incorporated, mahogany thwarts and floorboard. This is an entirely new process for manufacturing boats. The moulding in one piece is carried out in material which is impervious to weather conditions.

BRITISH CATHEDRALS *IONA*

"The Lamp that Lighted Pagan Europe"

The architecture of St. Mary's Cathedral, in the small landscapes of Iona, is almost stark. Mere curiosity will be content with the ancient graves and ruins. But to the faithful the simple walls enclose sacred ground, where "since the remotest days, sacrosanct men have bowed in worship. In this little isle a lamp was lit whose flame lighted pagan Europe . . . when the shadow of the sword lay upon all lands". Of the buildings erected by St. Columba and his faithful followers in 563, only a stone or two remain : the existing Abbey was founded in 1203, completely rebuilt about 1500 and restored from 1902 onwards. Happily, all this material work was carried out in a manner that preserved the spiritual heritage of the original—the church from which St. Columba sent out to a fierce world the gentle message of his bright faith.

THIS PICTURE WAS SPECIALLY PAINTED BY J. McINTOSH PATRICK, A.R.S.A., R.O.I., FOR THE DUNLOP RUBBER COMPANY LIMITED

A scene near East London, South Africa

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MUCH ADO ABOUT FULHAM'S GRANGE

The Home of Samuel Richardson and Burne-Jones is Threatened with Demolition

Samuel Richardson, pioneer among novelists, whom William Webster called "the most amiable man in the world," and of whom Johnson said "he taught the passions to move at the command of virtue," delighted at week-ends to forsake the heart of London and to go to his villa on the Hammersmith Turnpike. That once-rural villa, where Richardson wrote so many of his novels, now lies in the heart of the built-up area of Fulham, a few yards back from the bustle of the North End Road; and unless current protests are successful it seems likely that the house will have to be demolished. Samuel Richardson, who had a great circle of friends, lived at The Grange until 1754, when he removed to a villa in neighbouring Parsons Green, remaining there until his death in 1761. Of the house in Parsons Green no trace remains. A century later The Grange was tenanted by Sir Edward Burne-Jones, and in his studio there assembled from time to time all the great figures of the Pre-Raphaelite Brotherhood. An L.C.C. tablet was place on The Grange in 1928.

THE GRANGE, NORTH-END CRESCENT, FULHAM, AN HISTORIC EIGHTEENTH-CENTURY BUILDING WHICH IS NOW THE SUBJECT OF A PUBLIC PROTEST: At The Grange, Samuel Richardson wrote his novel *Clarissa*, and there the distinguished painter Burne-Jones lived for thirty years. In August the Society for the Protection of Ancient Buildings began organising a protest against the threatened demolition of the house, following the news that Fulham Borough Council had informed the Society that the expenditure entailed in repair would be unjustified. The house lies on the east side of the Crescent.—*Specially drawn for* THE SPHERE *by Percy Home.*

On left—

THE STAIRCASE OF THE GRANGE, WITH ITS WROUGHT-IRON BALUSTRADE: There is still much to be seen at The Grange, reminding the visitor of the spacious days when Edward Burne-Jones entertained fellow-members of the Pre-Raphaelite Brotherhood.

THE ORIGINAL DOORWAY OF THE GRANGE: It is now covered with ivy and a statue stands in the entrance way. Most of the house is in a thoroughly dilapidated condition.

THE RAFTERS IN THE DILAPIDATED GARDEN STUDIO: It was here that Edward Burne-Jones worked on many of his massive canvases. The exterior of the studio is also in a most dilapidated condition.

MORE VIEWS OF THE GRANGE IN ITS PRESENT OVERGROWN AND DILAPIDATED STATE: *Left*—The courtyard, showing the gates through which Burne-Jones was wont to drive his carriage. *Right*—A rear view of the house. The Grange is double-fronted, with one part of the house still occupied and the other in a great state of dilapidation. A London County Council plaque is fixed to the building, commemorating its famous occupants.

THE HALF-SCALE REPLICA OF H.M.S. "CENTURION," WHICH HAS BEEN TOURING BRITISH SEA TOWNS AND INLAND PORTS ON BEHALF OF THE SOCIETY FOR THE PROPAGATION OF THE GOSPEL IN FOREIGN PARTS, SAILS THROUGH SKELDERGATE BRIDGE AND ON INTO THE HEART OF THE CITY OF YORK, SEAT OF THE PRIMATE OF ENGLAND: On the day of her arrival *Centurion* was received by the Lord Mayor of York and then opened to visitors, who were told the story of what the Church has done, and is doing. Attendance aboard the ship on the next day was between 4,000 and 5,000, 50 per cent. more than on any other day during the *Centurion's* recently completed tour of eighty English ports. The 70-ft.-long ship is the replica of the original *Centurion* in which the first missionary of the S.P.G. sailed for the American colonies in 1702. Decorating the ship are the flags of the thirty-eight countries in which the Society has worked.

S.P.G.'S MISSION SHIP SAILS INTO YORK

The "Centurion" Makes Her Last Port of Call Before Returning to Her Base, and is Welcomed by the Archbishop of York at the End of a Triumphant Tour

In 1701 the Society for the Propagation of the Gospel in Foreign Parts was founded by Royal Charter to provide an "orthodox clergy in the plantations, Colonies and factories of Great Britain beyond the seas, for the instruction of the King's loving subjects in the Christian religion," and for the conversion "of those poor natives from that state of Barbarism and Idolatry in which they now live." In the following year the Society's first missionary sailed for Boston on board the sailing-ship *Centurion*. Last year when the Society celebrated its 250th anniversary, a half-scale model of the original *Centurion* was built on a wartime fishing-vessel at Brightlingsea, in Essex, for use as a special mission-ship sailing around the coasts of England, calling at various ports with a team of Evangelists preaching on the message of the Church. As this venture was successful, the Society decided to continue the *Centurion's* voyage again this year, and now, with the end of the summer, the ship is making her way back to Brightlingsea, where she will be laid up for the winter.

The last major port of call of the *Centurion* was made at York in mid-October, when the Archbishop of that Province preached at a special Commemorative Service in the Minster. Commenting that although he did not know what the ship's future would be Dr. Garbett was sure that "if the ship as we have seen her is broken up, she will, nevertheless, still remain anchored fast in our hearts and memories; and when we recall the vision of her in her gentle beauty we shall also hear the message she has given to hundreds of thousands, that they should bravely set sail across the stormy seas of life in the adventure of serving Christ wherever He may call them and in whatever work He may give them to do." Dr. Garbett also said that one of the lessons the visit of the *Centurion* had taught was that it had "shown that evangelistic work in England and overseas is one. There is one mission field. England is now a missionary field as truly as many of the countries to which in the past we have sent missionaries."

The *Centurion's* reception at York proved beyond all doubt the popularity of the vessel, for it was during the visit to that city that the 250,000th visitor crossed the ship's gangway. On the Sunday, the day after the Archbishop's special sermon, Bishop John Daly, of Accra, one of the *Centurion's* missioners, preached in the Minster and a team of priests visited other parish churches.

A MILE-LONG PROCESSION MAKES ITS WAY TO YORK MINSTER FOR A SPECIAL SERVICE COMMEMORATING THE "CENTURION'S" VISIT TO THE CITY: The five bishops in cope and mitre are the Assistant Bishop of Bradford, the Right Rev. A. O. Hardy; Bishop B. C. Roberts, Secretary of the S.P.G.; the Bishop of Stockport, the Rt. Rev. D. H. S. Davies, the Bishop of Knaresborough, the Rt. Rev. H. H. Vully de Candole, and the Bishop of Bradford, the Rt. Rev. A. W. F. Blunt. It is estimated that about 5,000 people were present in the Cathedral Church to hear the Archbishop of York, Dr. Cyril Garbett, offer thanks to God "for the *Centurion* and the message she has given us."

TOWERING HIGH ABOVE THE ANCIENT CAPITAL OF THE NORTH: From the north-west tower of York Minster two gargoyles thrust their grotesque faces towards the city.

A CRAFTSMAN AT WORK ON THE RESTORATION OF THE BADLY DETERIORATED STONEWORK OF THE THIRTEENTH-CENTURY CATHEDRAL CHURCH OF ST. PETER, YORK : Mr. William Pittick, a stonemason for thirty years, is seen at work on a number of facings under a new parapet tracery at York Minster.

THE GUARDIANS OF THE CITY OF YORK : This is the scene from the central tower of the Cathedral looking westward over the city. In the foreground are the south-west (left) and north-west towers, which were in a bad state of repair. It is the west front that is causing most concern to the architects.

EMPHASISING THE EXTRAORDINARILY BAD STATE OF THE STONEWORK : Mr. Pittick points out one of the many weather-beaten stone figures on the south-west tower.

CONTRAST BETWEEN THE OLD AND THE NEW : While Mr. Pittick is seen at work on new "grotesques" Dennis Flanagan works on the new parapet tracery.

THE RESTORATION OF YORK MINSTER

Work Goes Ahead on the Preservation of the Cathedral Church of St. Peter

York Minster (for Minster it is called although it was never the church of a monastery, but was from the first served by secular canons), one of the largest medieval cathedrals in England, is in danger. In 1950, when it became apparent that repairs to the weather-beaten and decayed stonework would have to be carried out within the succeeding months, the Dean and Chapter of the Cathedral launched an appeal for £250,000. Of this sum nearly half was required for work on the west front, for the two fourteenth-century (and later) towers were found to be in a very bad state of decay. Restorations of the west front were made in the first years of the nineteenth century and again—though incompletely, —between 1900 and 1905. In this later restoration the eight pinnacles on the north-west tower had to be left untouched for lack of funds, and other stones then passed as fit for further service were later found to be decayed to the point of being dangerous.

To-day much of the west front of the Cathedral is encased in scaffolding and stonemasons are busy at work restoring the ravages of time and weather. In order to complete this task and to make certain other necessary repairs in the building and in the fourteenth-century octagonal chapter-house, where the beetle has attacked the beams, the Dean and Chapter must raise at least a further £90,000. As York is the ancient capital of the north, the city in which Paulinus baptised the first Christian king of the north, and the city from which missionaries have often gone forth into the world, it is hoped that the appeal will be heard by other people who, in the past, have had special connections with the city.

A CLOSE-UP OF DECAYED AND WEATHER-BEATEN STONEWORK ON THE NORTH-WEST TOWER : All this decayed stonework must be repaired within the very near future. So far £160,000 has been raised towards the £250,000 appealed for by the Dean in 1950. £250,000 is the minimum sum needed to complete the restoration and the serious arrears of maintenance.

PLAYGOING AT THE MERMAID, ACACIA RD., N.W.8

The Elizabethan Theatre in St. John's Wood Offers Remarkable Entertainment in a Grimly Professional Age

By
W. A. DARLINGTON

To walk down Acacia Road, St. John's Wood, N.W.8, is seemingly to invite nothing new, for it is typical of many London residential roads of the nineteenth century. Mr. W. A. Darlington, dramatic critic of the Daily Telegraph, *is, however, one of those Londoners who have made the rewarding journey this year, visiting the very remarkable Mermaid Theatre standing in the grounds of Duff House. In his report on the Mermaid Mr. Darlington stresses some of the delights of this small private theatre which owes so much to the enthusiasm of Bernard Miles and the initial patronage of Ivor Novello.*

THE ELIZABETHAN STAGE AT THE MERMAID THEATRE: Here the play does not have to be put across the no-man's-land of forestage and orchestra, nor is the production set as it were within a huge picture-frame. At the Mermaid a huge open platform is thrust right out amid the spectators, and there is no question of reality keeping make-believe at arm's-length.

WE live in a rather grimly professional age—an age in which specialists of a daunting degree of competence work at intricate tasks under direction from higher up. Individualism is not often encouraged, and independence is hard to come by. As a result, the spectacle of a man or group doing anything "just for fun," and doing it really well, not only is delightful in itself but has the additional charm of unexpectedness.

That, I think, is the appeal of the Mermaid Theatre, the little private playhouse in Acacia Road, St. John's Wood, and the secret of its very special atmosphere. Though manned by professionals, it is in the strictest sense of the word an amateur theatre. All who share in its work do so for love of the work.

If I may say so without an effect of undue fancifulness, or a risk of sounding patronising, I find in a visit to the Mermaid a reminder of childhood. In my schooldays I lived in a house among Welsh mountains, where a large room, added at some time to the original structure, was turned over to the younger generation as a playroom. Here we used to put on entertainments which our elders attended by solemn invitation.

The Mermaid is a large playroom, attached to a private house. And because the actor is what he is by reason of the survival into adult life of the child's faculty for and love of make-believe, the analogy is reasonably complete. Incidentally, it accounts for another feeling that the Mermaid gives me, that its Elizabethan stage and fittings are those of a toy model miraculously enlarged, and, even more miraculously, peopled with real actors and actresses; a child's dream come true.

However, this article must not be allowed to get out of hand and become unduly subjective. Let me return to my original purpose, which was to give some account of how the Mermaid came into existence and what it does.

In 1945 Bernard Miles, actor, and his wife Josephine Wilson, actress, moved in from the country to St. John's Wood and took Duff House in Acacia Road. The house had been tenantless for six years, and had suffered from the explosion of bombs aimed, no doubt, at the main line of the railway not far off; the large garden was a wilderness. The Mileses patched it all up and made it trim and habitable again; and not till then did they learn, quite casually, that it had once been the St. John's Wood School, and that the large, lofty room at the back had been the School hall, used as a classroom at ordinary times, but on special occasions to house concerts or plays.

This set the new owners thinking that some day, when film engagements permitted, they would use it as a theatre again; but the idea remained an idea until Kirsten Flagstad, staying in the house for Christmas 1949, promised that if the theatre took shape she would sing in it. This proved an irresistible incentive to action, and six weeks later the Little Mermaid Company had taken shape tangible enough to enable it to enter into an agreement, solemn in form but frivolous in texture, by which the singer engaged herself to enact the part of Dido in Purcell's *Dido and Æneas* for twenty performances in return for board, lodging, entertainment and a daily allowance of two pints of oatmeal stout.

The slight incongruity of producing a Restoration opera to open a theatre designed for Elizabethan straight plays troubled nobody. Objecting purists, if such existed, could be quieted by the explanation that this piece had a special rightness for the occasion, as Purcell and Tate had written it originally for a school production—*Mr. Josias Priest's Boarding School at Chelsey for Young Gentlewomen*, to be exact. Soon the building of the theatre began.

By this time the Mermaid Company had reconstituted itself under a Management Committee, of which Ivor Novello was chairman, and although Novello did not live to see the theatre in being, his enthusiasm for the scheme during the short time permitted to him was a great encouragement. Soon the intention crystallised to open the theatre during the Festival of Britain, and this object was in fact accomplished. Flagstad sang Dido for the first of her stipulated twenty performances on September 9, 1951; and a few days later, on September 17, *The Tempest* was staged, with Bernard Miles in a make-up as Caliban which fairly curdled the blood of impressionable spectators.

And so London got its first Elizabethan theatre since Shakespeare's Globe vanished, 300 years ago and more. At least, so Mr. Miles says, and he is deeply versed in these matters. He also seems to speculate what would have happened if the Puritans had not destroyed the platform stages and abolished the public theatres. A fine English tradition of three-dimensional acting was then broken; and when Charles II brought back public theatre-going as a permitted amusement in 1660, it was the picture-stage from France that was installed in Drury Lane and Covent Garden.

The truth here probably is that, Puritans or no Puritans, the platform stage would have vanished as soon as movable scenery was invented. No theatre-going public in history has ever preferred tradition to new mechanical devices. Consequently, we had to wait till the picture-stage had been beaten on its own ground by the films before audiences could be persuaded once again to see the advantages of watching actors at close quarters on a platform, instead of behind the barrier of the proscenium arch.

THE GLYNDEBOURNE OF ACACIA ROAD: Mowing the lawn outside the Mermaid Theatre. The steps on the right lead from the back of the auditorium. In the intervals between acts playgoers stroll on summer and early autumn nights beneath the floodlit trees.

That audiences *are* learning to like it is not in doubt. William Poel, if he were alive in this centenary year of his birth, would marvel to see ideas for which he was laughed at as a crank gaining ground everywhere. In his lifetime he influenced men like Granville Barker in London, and Bridges-Adams and Iden Payne at Stratford, though these producers merely adapted Elizabethan arrangements and methods to the picture-stages. But on the true platform stage Nugent Monck of Norwich, Robert Atkins on Bankside and elsewhere, Tyrone Guthrie in the Church Assembly Hall at Edinburgh—to say nothing of Ronald Watkins in his remarkable experiments at Harrow School—have recovered that sense of intimacy and direct contact between actor and audience which was the most shocking aspect of the playhouse in Puritan minds.

It may be said that in such a renaissance a small private theatre like the Mermaid, holding fewer than 200 people and restricted to a small number of performances before subscribers each year, can play only a minor part. But I have not yet told you all the story.

For the great point about the Mermaid is that it is not a fixture. True, only a few privileged people have been able to visit it in its original home this year, to hear Shakespeare's *Macbeth* spoken in a dialect alleged on the best authority to be authentic Elizabethan, or to see how lively a long-forgotten piece like Thomas Middleton's *A Trick to Catch the Old One* can be made. Only these favoured few could stroll in the interval about the Miles's charming garden. But once the short London season is over the theatre takes to pieces, it packs up and can be set up again anywhere, as easily as the Elizabethan strolling players set up their makeshift stages in the inn-yards which gave this kind of theatre its form and proportions. On tour, indeed, the advantages of the platform stage may be brought out even more plainly than in St. John's Wood.

One of the chief differences between the platform stage and the "apron" stage, which was all that was left of it after the Restoration, is that while the apron stage projects in front of the proscenium arch, the platform stage goes out boldly into the middle of the audience, which can watch the action from the sides as well as the front. In the inn-yard fit-up theatres, in fact, the fashionable seats were at the first-floor windows near the stage. At Duff House there is no room to reproduce this effect. The audience is seated in front, in steeply-raked tiers of seats; and the effect therefore is not so much of a platform as of an unusually prominent apron. I should like, some day, to see this theatre on tour, set up in a large hall with an audience on three sides of it, and to occupy a seat on the flank and get the full effect of acting in the round.

THE SEVENTH ASSEMBLY OF THE UNITED NATIONS GOES INTO SESSION AND STARTS WITH PRAYER : Silence reigned over the chamber as members of the sixty-nation organisation stood for a moment of prayer and meditation before the beginning of their deliberations in the new permanent headquarters' building situated on New York's east side.

THE SEVENTH U.N. ASSEMBLY

THE DELEGATES FORGATHER IN THE IMPOSING NEW BUILDING

The last of the three main structures that make up the United Nations headquarters on the East side of Manhattan is now largely complete, and to this palatial building with the sweeping but unusual lines went the delegates of sixty nations for the opening of the seventh Assembly, forecast to be one of the stormiest of all, in view of the nature of the agenda, with Korean problems again at the head of the list.

The sweeping lines of the General Assembly building are in sharp contrast to the thirty-nine-storey Secretariat to which it is connected by the Conference section. The northern façade of the General Assembly building is made of translucent glass set between marble columns.

Within, the General Assembly building is no less impressive than without. The delegates' area in the main part of the auditorium is taken up with ten rows of green leather-covered desks and blue-upholstered chairs, space being provided in all for seventy-two delegations. These desks face the raised speaker's rostrum and podium. On the wall to the rear of the podium circular shields surround the large United Nations emblem. These shields will in due course bear the coats-of-arms of the member States. The walls of the chamber are covered with gold-finished fluted wooden strips. These strips rise towards the dome, but the symmetrical design is interrupted at the lower level by two tiers of glass-enclosed booths for the interpreters.

The whole architectural conception gives a remarkable impression of space, and the clean-flowing lines of the public galleries have aroused much admiring comment. Speakers coming to the rostrum find it equipped with red, green and amber lights and a large watch, a hint to some of the more verbose members of what is one of the world's most talkative assemblies. When the President rises to speak, the desk of the tribune rises with him, a circumstance that certainly surprised Mr. Lester Pearson when he took office last week.

Amid all this unfamiliar splendour the seventh General Assembly opened last week, and once the mutual felicitations were over the delegates soon got down to business, which started with the election of the Canadian Minister of External Affairs to the Presidency.

Korea is once again the dominant issue at the Assembly, and at the outset the Assembly had to consider the report on Korea transmitted to it by General Mark Clark, the Supreme Commander in the Far East, who declares that his forces now face an army of more than 1,000,000 men, mainly Chinese, who are deployed in depth and well armed with artillery, tanks and other heavy equipment.

When Mr. Vishinsky addressed the Assembly on the Korea question last week-end it was obvious from the outset that the Soviet Foreign Minister had nothing new to contribute to the debate. He has, in fact, been making the same speech, with various modifications, ever since he first came to the Assembly. Mr. Vishinsky brought forward no concrete proposals of his own, but gave his strong support to a Polish draft which closely follows the line of past Russian proposals in calling for a settlement in Korea and for the conclusion of a peace pact among the great Powers, who are again urged to outlaw atomic weapons and reduce their armaments by a third.

MEMBERS OF THE UNITED STATES MISSION TO THE UNITED NATIONS HOLD A GROUP MEETING IN ADVANCE OF THE OPENING OF THE ASSEMBLY : Seated in the front row are Senator Theodore F. Green, Secretary of State Dean Acheson, Mr. Warren Austin, and Mrs. Roosevelt. Standing behind them are : Mr. Ben Cohen, Mrs. Edith S. Sampson, Mr. Philip Jessup and Dr. Isadore Lubin. Mr. Acheson had ready for the opening of the Assembly a resolution on Korea calling on the Communists to agree to an armistice.

MR. LESTER PEARSON, THE NEWLY-ELECTED PRESIDENT OF THE UNITED NATIONS ASSEMBLY : Mr. Pearson struck a note of warning in his address by asking how national self-expression, a dynamic and essential force in every part of the world, could be realised without setting in motion tensions that would endanger the structure of international co-operation.

On left—
THEY CAME TO MEET THE KOREAN ISSUE HEAD ON : Arkadt Sobolov, Russian Ambassador to Poland, Andrei Vishinsky and Andrei Gromyko seen on arrival in New York on the *Queen Elizabeth*. They were present for the opening of the General Assembly. The arrival of the Russians in full strength at the start of the General Assembly aroused much interest and speculation.

On right—
HOW SOME NEW YORKERS GREETED THE SOVIET DELEGATION : Demonstrators with banners who paraded near the Cunard White Star pier, where the *Queen Elizabeth* docked, bringing with her the Soviet delegates to the United Nations General Assembly.

HOME NEWS IN PICTURES

A Farewell Parade for Sir William Slim; A Canoe Club Outing; Two Well-known Artists; The King's Cross Centenary; An Essex Ferry Dispute; Westminster Dignitaries at Wellow Parish Church

A FAREWELL PARADE FOR FIELD-MARSHAL SIR WILLIAM SLIM AT SANDHURST: Field-Marshal Sir William Slim is seen taking the salute as the cadets, with bayonets fixed, march past in a farewell tribute. With the Chief of the Imperial General Staff on the platform is Major-General D. Dawnay, Commandant of the Sandhurst Academy. Sir William Slim is shortly leaving this country to take up his duties as Governor-General of Australia.

FIELD-MARSHAL SIR WILLIAM SLIM CHATTING WI[TH] MAJOR ERSKINE CRUM, ADJUTANT OF THE ROYAL [MI]LITARY ACADEMY: On the right is Major-General D. Dawnay, the Commandant of the Academy. The thre[e] are seen together after the farewell parade for the C.I.G.S. by the cadets of the Academy. Sir William Slim c[om]manded the British 14th Army in Burma during [the] war, later becoming C.-in-C. Allied Land Forces [So]uth-East Asia. After a brief spell as Deputy Chairm[an] of the Railway Executive, he was recalled to the [Ar]my and appointed Chief of the Imperial General Staf[f] in 1948. Sir William retires as C.I.G.S. at the end of th[is] month.

THE LAST RALLY OF THE SEASON—CANOEISTS ON A RIVER OUTING: Members of the Canoe Camping Club of Great Britain are seen making their way up the Thames back to Putney on the second stage of the Tideway Run. They have just passed under Tower Bridge, which may be seen in the background of this picture. The Tideway Run is the Club's end-of-the-season rally, and involves a journey down-river from Putney to Wapping with the tide, and, when the tide has turned, a return trip back to Putney. On this occasion there were forty-five canoes and sixty-five canoeists taking part. On reaching Wapping, the Club beached on the muddy shore among coal barges and ocean traders and had lunch at the Prospect of Whitby. This is London's oldest riverside pub and it dates back to 1520. After lunch the canoeists made the ten-mile journey back to Putney.

SIR FRANK BRANGWYN, R.A., THE FIRST LIVING ARTIST TO BE HONOURED WITH A RETROSPECTIVE EXHIBITION BY THE ROYAL ACADEMY: Sir Frank Brangwyn, who is eighty-five years old, is seen here at his home in Sussex. A retrospective exhibition of his works, which was opened recently at the Diploma Gallery of the Royal Academy, will remain open until the end of November. As the majority of Sir Frank's work has been in the form of murals, which are immovable, the exhibition at the Royal Academy is only a tithe of his life's work. Nevertheless, Brangwyn is revealed as one of the finest of our contemporary artists; as one critic said, he is a painter of "old masterly calibre." An attempt has been made to illustrate every aspect of his art in almost every medium that he has used, with an emphasis on his work as a draughtsman. Altogether there are some 500 paintings and drawings exhibited.

KING'S CROSS STATION IS FLOODLIT IN CELEBRATION OF ITS CENTENARY: King's Cross Station was first opened on October 14, 1852, as the London terminus of the Great Northern Railway. The hundredth anniversary of this occasion, and of the opening of the "Towns" line between Peterborough and Retford in August 1852, was celebrated last week with the floodlighting of the station façade and a Centenaries Exhibition held at the station. During the course of the past 100 years King's Cross has been the starting-point for many historic races to the North in competition to the West Coast route. When the races were extended to Aberdeen in 1895, the full distance of 522¾ miles was covered by an express from King's Cross at an average speed of over 60 m.p.h. This was accomplished in spite of having to change engines six times en route. Among the many innovations that have made their first appearance at King's Cross are the first sleeping car in Great Britain, which appeared in 1873, and the first railway dining-car, which ran for the first time from King's Cross to Leeds in 1879.

EDWARD SEAGO, THE CELEBRATED ARTIST, SKETCHING A RURAL SCENE NEAR HIS HOME AT LUDHAM, NORFOLK: Edward Seago is to hold a one-man exhibition at the Carnegie Gallery in November. At the same time a new book, *Edward Seago, Painter in the English Tradition*, is to be published by Collins. Seago has held many one-man exhibitions, both in this country and in Canada and America. Among his many previous publications was *Caravan*, which portrayed the gypsies of England.

On left—

THE SUSPENSION OF A 300-YEAR-OLD FERRY SERVICE CAUSES FRICTION BETWEEN COLCHESTER CORPORATION AND THE WIVENHOE COUNCIL: The view looking across the north bank of the River Colne, Essex, towards the small urban district of Wivenhoe, and showing the small dinghy lying alongside the slipway (right). The picture was taken from Fingringhoe, the other terminus of the ferry. The decision to discontinue the ferry service was taken by the Colchester Corporation on the grounds that it was costing the town £300 a year in subsidies. The Town Council, acting as the harbour authority, bought the ferry service some fifty years ago and leased it to a private operator who, for many years, made it pay its way by carrying many people between the two riverside towns. With the introduction of better travelling facilities to Colchester, traffic gradually slackened off until about twenty passengers a day were being ferried across the river. The Corporation then decided that the ferry should be stopped as ratepayers' money should not be spent on a service of no direct concern to the town. Wivenhoe Council appealed to the Ministry of Transport and received the answer that the ferry, as a monopoly, could not be discontinued without an Act of Parliament, but were later informed that the Ministry could not compel Colchester Corporation to keep the ferry open. Since then there have been talks of a legal action. Wivenhoe Council has rejected an offer allowing the local authority to run the ferry with the existing equipment on loan.

THE SPEAKER OF THE HOUSE OF COMMONS UNVEILS A TABLET COMMEMORATING THE RECENT RESTORATION WORK AT WELLOW PARISH CHURCH, SOMERSET, WHICH WAS REBUILT IN 1372 BY SIR THOMAS HUNGERFORD, THE FIRST RECORDED SPEAKER OF THE HOUSE: *On left*—Led by a Crucifer, the clergy, including the Dean of Westminster, Dr. Don, and the Dean of Wells, go in procession to the church for the service of hallowing the new work. At the rear of this procession was the Bishop of Bath and Wells, Dr. Bradfield, who blessed the newly-restored parts of the church. *On right*—The Speaker's procession, led by the patron of the living, Mr. G. G. W. Horton-Fawkes, behind whom walked Mr. W. S. Morrison and the Speaker's chaplain. Dr. Don, who dedicated the tablet after its unveiling by Mr. Morrison, said in his sermon that it was fitting that the Speaker should be present at the service, coupling Church and State in a work that had been finely conceived and executed.

LIMELIGHT

on Charlie Chaplin

Princess Margaret at the World Première of His New Film, Given in Aid of the Royal London Society for the Blind

Charlie Chaplin's new film *Limelight* has been described as an overlong but deeply self-conscious essay on life. Mr. Chaplin plays the part of a famous music-hall comic ruined by drink. Staggering home one night he finds that the girl in the bed-sitting-room below is trying to commit suicide. He saves her and talks her back to a desire to go on living. There are dream sequences in which the old comic re-lives the days of his glory on the halls, but the dreams fade to reality, and when he gets a chance of a week's work at a broken-down music-hall the audience walks out on him.

Meanwhile the girl he has saved becomes a ballerina, and when she organises a benefit performance for her old friend the people who walked out on him now stay to cheer. The old clown dies in the wings as his protégée dances on to growing fame.

Mr. Chaplin has said that the script of *Limelight* took a year-and-a-half to write and that he set the story in London partly out of nostalgia and partly out of a feeling that London was a fitting setting for a story about kindliness and humanity. He not only wrote the story and music himself and took the lead in the film, but also produced and directed it. His mime in his disgraceful flirtation with a landlady to whom he cannot pay the rent, and his sweet vulgarity as an animal trainer reduced to running a flea circus, are incomparable.

Miss Claire Bloom, as the ballerina, was yet another confirmation of Mr. Chaplin's genius in choosing leading ladies.

A SECTION OF THE GREAT CROWD WHICH ASSEMBLED OUTSIDE THE ODEON CINEMA, LEICESTER SQUARE, TO WATCH THE CELEBRITIES WHO WERE ARRIVING FOR THE WORLD PREMIÈRE OF MR. CHARLES CHAPLIN'S FILM "LIMELIGHT": More than 5,000 people were in the Square, cheering and clapping, as Princess Margaret, Mr. Chaplin and his family, Lady Pamela Mountbatten and scores of public figures drove up.

On left—
PRINCESS MARGARET IN THE ROYAL BOX AT THE ODEON: She looked quite magnificent in her hailstone spotted full-skirted gown of white tulle and her glittering diamond necklace. A little blind girl, Patricia MacDonagh, presented her with a bouquet.

THE CHAPLINS BEFORE SETTING OUT FOR THE PREMIÈRE AT THE ODEON CINEMA: Mr. Chaplin and his wife Oona with their children in their suite at the Savoy Hotel. Mr. Sidney Chaplin, who plays an important part in *Limelight*, is in the centre, and Mrs. Chaplin, wearing a dark evening gown, is holding baby Victoria. The other children are Michael, aged six; Josephine, three, and Geraldine, eight. The little girls were ready for bed.

PRINCESS MARGARET AND THE STARS OF "LIMELIGHT": Her Royal Highness is seen, after the show, congratulating Mr. Chaplin and his leading lady, Miss Claire Bloom, who had hurried from the Old Vic, where she is playing in *Romeo and Juliet*. *On right*—A close-up of the two stars after the performance. *Limelight* has met with the general approval of the critics. Once more Mr. Chaplin has produced something quite different from any of his previous films.

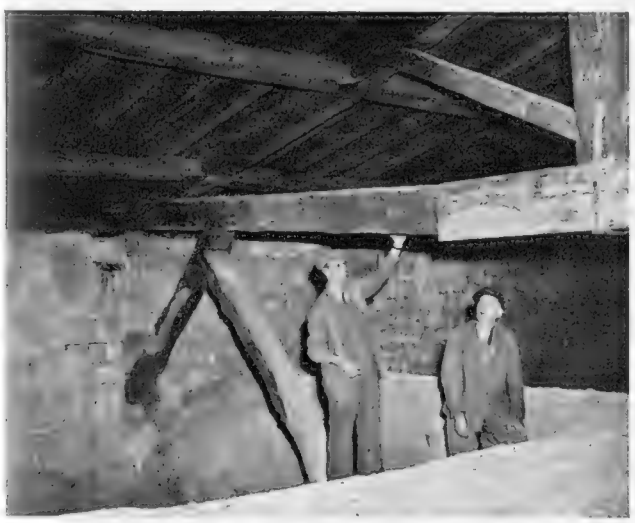
IN THE QUIET OF GLOUCESTER'S CLOISTERED GARTH, WHICH NOW FORMS PART OF THE DEANERY GARDEN : The Clerk of the Works, Mr. Wellard, and the assistant architect, Mr. Ashwell, look down from the roof of the cathedral nave on to the cloister and across to the leaded roofs of the four walks. In the background can be seen the ruined arcade of the infirmary. On the right lies the rectangular Norman chapter-house. During the past years the weather, death-watch beetle and other elements have caused severe damage to the cathedral and the buildings within its precincts, and to cover the cost of repairing these damages the Dean and Chapter have appealed for £100,000.

GLOUCESTER

APPEALS FOR £100,000

This Vast Sum is Required to Meet the Cost of Restoring the Fabric of the Norman Cathedral

In the fourteenth century the old Norman choir of Gloucester Cathedral was raised to a height of 89 ft., thus forming one of the most impressive choirs in Europe. The magnificent vaulting was richly carved in a style of skeleton panelling and vast transomed windows of many lights, with slender moulded mullions carried vertically to their head. Dominating the entire east end is the vast canted window, containing most of its original glass. Every third year the choir is the scene of the Three Choirs Festival, one of the great annual occasions of the West Country, and visitors to the Festival in recent years must have noticed with some concern the growing need for a complete overhaul of the Cathedral's fabric. Since the war the Friends of the Cathedral have given generous financial assistance, and the roofs of the tower and south aisle have been renewed. But a point has now been reached at which rapid deterioration of the whole fabric will set in unless immediate steps are taken to carry out structural repairs to the roofs of the nave, the choir, the north transept and the Great Cloister, as well as the restoration of much perished stonework in almost every part of the Cathedral. In view of the gigantic task which is now facing them the Dean and Chapter, with the support of the Bishop of the Diocese, Dr. C. S. Woodward, and the Lord Lieutenant of the County, the Duke of Beaufort, have launched an appeal for £100,000, which their architect assures them is needed to ensure the preservation of the building. Although the first responsibility for raising this large sum of money rests upon those who live in the county and diocese, the Dean, the Very Rev. H. Costley-White, at the Deanery, Gloucester, would be grateful for help from others who wish to join in the task of restoring the ancient Cathedral.



DETERIORATION IN TIMBER AND STONEWORK : *Left*—Workmen are seen examining the timbered roof supports which have been attacked by the beetle. One huge beam has been reinforced with ironwork, but the bow in it is very noticeable. *Right*—The Dean examines the powdering stonework surrounding one of the stained-glass windows in the Scriptorium of Gloucester's Great Cloister.

INSPECTING THE LEAD ON THE NAVE ROOF : Many of the lead sheets which together form the gigantic roof over the nave have warped and slipped out of place. The interior of the nave consists of seven bays.

WORKMEN EXCAVATING SOIL FROM THE BASE OF THE WALLS IN THE LITTLE CLOISTER GARTH : This miniature cloister enclosed what was probably the former garth (or herb-garden for medical supplies) of the old monastery prior to the days of Dissolution by King Henry VIII. It was at that time that the Church of the eleventh-century Benedictine Monastery became the cathedral of the diocese when Gloucester was constituted a separate see.

THE 225-FT.-HIGH PERPENDICULAR TOWER RISING ABOVE THE HALF-TIMBERED PARLIAMENT ROOM : The latter is now in need of repair. Several Parliaments were held in Gloucester and in the Civil War. Possession of the city was a coveted prize.

THE SPHERE OF TRAVEL

CHRISTMAS IN THE SUN

In Madeira, the Greek Isles, and Other Climes Where One Can Re-create the Joys of Summer

BY GORDON COOPER

I HAVE a friend, a one-time Antarctic explorer, whose idea of the perfect Christmas would be to spend it amidst illimitable ice-fields, the nearer the South Pole the better. But for most of us far warmer climes are vastly more appealing ; and in any mention of winter sunshine one's thoughts, almost automatically, turn first to Madeira, that lotus island encircled by sparkling blue seas. For here is an idyllic refuge from the rigours of our northern winter. Here, too, on the doorstep of the tropics, you are within comparatively easy reach of Britain, while at Funchal, the capital, there is the choice of many comfortable hotels and pensions to suit all purses. (At two of these hotels, the British-owned Reid's and the New Avenue, there are special concessions in connection with the deductions to be made on V-forms.)

Apart from the delight of spending a few days in a spot where Nature has been most lavish with her gifts, there is also around the Christmas season great gaiety among the local inhabitants, and on the evening of December 31 the buildings in Funchal and on the mountainside are brightly illuminated. The climax comes at midnight, when the New Year is welcomed with a vast discharge of fireworks from all directions. These light up the mountains and the waters of the bay and afford a spectacle which is both grand and unique.

Travelling by air direct from Southampton, Funchal is reached in some ten hours. Aquila Airways (6, Curzon Place, London, W.1) maintain a fortnightly flying-boat service, with an extra machine leaving England on the night of December 22–23, returning from Madeira on January 4. Then, by sea, the Union-Castle Company's mail steamers make regular calls at Funchal on their way to and from South Africa—a matter of 72-hours voyage between Southampton and the island. To meet the demand, the company sets aside some first-class accommodation solely for travellers to Madeira during the winter, but I would advise you that these passages are quickly booked up. There is, however, also a regular service during the winter months which is operated by the Bergen Line ; their beautiful motor-ship, the *Venus*, sails from Southampton every ten or eleven days to Madeira and Tenerife, thus allowing you to break your voyage at either island for ten or eleven days.

For further information about Madeira, the Portuguese Official Bureau (20, Regent Street, London, S.W.1) can help you ; and I can also commend two useful small guides to the island, one published by Aquila Airways, the other by the Union-Castle Company.

Another magical Christmas tour, and one that I hope to make myself in the near future, is to the Isles of Greece. This tour is effected by new Greek vessels, with clean and comfortable accommodation, largely patronised by Britons. Sailings from Brindisi every Monday evening to Corfu, Ithica, Samy, Patras, Corinth Canal and Piræus. Thence Patmos, Leros, Cos, Symi, Rhodes, Piræus, Chios, Mytelene, Istanbul, returning by the two last-mentioned ports to Piræus, thence to Crete, calling at Suda Bay, Rethymnon and Candia, again returning to Piræus to connect with the sailing for Brindisi, and a rail return to London. The duration of this wonderful tour is nineteen days, and the full cost, inclusive sea and rail passages, transfers, meals, first-class throughout, is £158 ; first-class ship, second-class rail, £135 ; and second class throughout, £115. No V-form is required. Any travel agent specialising in sea tours should be able to give you particulars of this holiday at sea.

Some years ago I spent one of the most nostalgic Christmasses of my life in Taormina, to me the loveliest spot on earth. Close to midnight on Christmas Eve, the choice of the Sicilian bagpipes could be heard in the countryside for miles around ; there was also on the mountainsides the flecks of lights from lanterns borne by shepherds, carrying in their arms newly-born lambs ; and then, precisely at midnight, there was a genuinely pastoral note, when the darkened church was suddenly flooded with light as an emblem of the Nativity. The pagan side to the Christmas festival was shown in the popular custom of picnicking in the church itself on provisions brought for the occasion. Those who came with the intention of doing full justice to the *muttata* were provided with bundles and baskets, and after the *presepe* had been revealed in all its glory and the baby Christ carried round in triumph, they ate and drank in the spirit of abundant festival. This traditional festival carries on to-day, and if you lodge at the Hotel Timeo, with a perfect view over Mount Etna, you will, I am sure, be fully content.

Elsewhere in Sicily, where the climate is springlike around Christmas, there are at Acireale, near Catania, the Christmas Crib in the volcanic grotto of the Doves, and at Syracuse, with its haunting historical fascination, there are the usual Christmas festivities. Here I can recommend the Hotel Villa Politi, in whose grounds is the Latomie de Cappucini, where the sole survivors of the greatest of all Greek armies, so brilliantly described in the pages of Thucycides, were imprisoned.

There is scarcely any need to do more than mention Cannes, Menton and Monte Carlo as cheerful winter resorts, although the weather in this part of Europe is inclined to be temperamental, and you are really safer, as far as sunshine is concerned, in some resort on the Italian Riviera, such as Bordighera, Alassio and Nervi. In the last-named place, you have also the added attraction of being close to Genoa, one of the most fascinating and interesting of Italian cities. Then, there is also the island of Corsica, where Ajaccio could be your goal—it can be reached by air from Nice or Marseilles, both of these airports being linked with London.

The Corsican capital is situated on the northern side of one of the loveliest gulfs in Europe. Around the town is a sheltering frame of snow-tipped mountains from which there slopes the vine-clad countryside ; and then pervading the air is the hesitant elusive perfume of the *maquis*, of which Napoleon often thought nostalgically. In Ajaccio itself the environment is sub-tropical, and both the Grand Hotel and the Hotel Etrangers can be recommended. Here, indeed, there is nothing to do except to lead a truly *dolce far niente* existence.

Nearer home, both the Scilly and the Channel Islands are worth considering. During the war I once spent Christmas Day in St. Mary's (Scilly Isles), and there was the glorious sunshine which seldom deserts these romantic little islands. At this time of year, it is best to travel from the mainland to both these groups of islands by air, and Cook's offer eight days' holiday in Jersey, Guernsey and St. Mary's for around £16, inclusive of air travel.

I have not mentioned Spain, and here my choice falls on Palma, Majorca, which is within easy reach by air from London. At Christmas time the weather is usually good, being in the Riviera class. It is later on, in January and February, that the rains set in, as Chopin and Georges Sand discovered when they made their famous expedition there, for they were hardly ever able to leave their retreat. A special attraction at the end of the year are the celebrations held to commemorate the freeing of the island from Moorish domination. This historic event took place a long time ago—in 1229—but as often happens in Spain, the "golden stain of time" seems to become enriched as the centuries roll by, and the enthusiasm displayed annually by the Mallorcans seems to suggest that the yoke of foreign domination was only cast off quite recently. Altogether, this particular *festa* is a very jolly affair, accompanied, of course, by all that zest for life and the ability to enjoy it, which is inherent in the Spanish people.

My last suggestion is for a Christmas holiday farther afield : in Ceylon. Travelling both ways by air, you can on this particular tour (organised by Cook's) spend eleven days on this delightful island, and the cost is 398 guineas—less for each of two or three persons. Of especial interest is an excursion to Anuradhapura, with its fascinating remains of dead cities and the lost civilisation which these ruins represent.

MENTON IN WINTER : This last French town before the Italian frontier continues to enjoy a deserved fame. Once it was the all-the-year-round resort of many retired English people, almost an outpost of Empire. To-day it offers both luxury and cheap accommodation, and has lost nothing of its old charm.

PATMOS, WHERE THE REVELATION WAS WRITTEN BY ST. JOHN : It is one of the ports of call on the admirable Christmas holiday tour through the Isles of Greece, which Mr. Gordon Cooper describes in his article on this page.

NAUPLIA, THE BOURTZI FORT WHICH IS NOW USED AS A HOTEL : In the Middle Ages Nauplia belonged to Venice. It later passed to the Turks, from whom it was taken by the Greeks in 1882.

Colin Wyatt's "Call of the Mountains"

Thames and Hudson Limited ask us to point out that in THE SPHERE of October 4 the author's name was omitted in a short notice of the new volume, *The Call of the Mountains*, by Colin Wyatt. This book is the personal record in word and picture of the mountaineering experiences of Britain's former ski-jumping champion. It contains seventy-five gravure illustrations and goes as far afield as Africa, Lapland, Albania, Canada, New Zealand and Australia. There are also some fine studies from the Alps. The book is published at 35s.

PARIS

FROM THE COMET

The French Capital Viewed from the De Havilland Airliner During a Special Visit

LOOKING DOWN ON THE GREAT BASILICA OF SACRE CŒUR : This air photograph of Paris was taken from a de Havilland Comet airliner which flew over the city for the first time before landing a special party of passengers at Orly Airport. Among the passengers were film-director David Lean, actress Ann Todd and test-pilot Neville Duke, who were on their way to attend the premiere of the British film *Sound Barrier*. Sacre Cœur, crowning the summit of Butte Montmartre, which rises 340 ft. above the Seine, was begun in 1875 and built in the Romanesque-Byzantine style. It was from the eminence of Montmartre that Henry of Navarre bombarded the city in 1589 when it was in the hands of Ligne. In due course the French crown reverted to the besieger.

Below—

WHERE THE SEINE BENDS INTO THE WESTERN SUBURBS OF PARIS : This view from the Comet shows the Eiffel Tower above the spacious Champ de Mars and the Jena Bridge. This was the scene of the great exhibition in the '30's when the Trocadero (not seen in this picture) was the focal point. Beyond the Jena Bridge lie the Alma Bridge and the Invalides Bridge, near which is the air station.

The World of Books—By VERNON FANE

CHEKHOV IN EVERYDAY LIFE

In David Magarshack's Brilliant New Biography the Russian Author Emerges as a Great and Humorous Personality, At Once Kind and Reticent

TO start off this week's admirably rich selection of books there is a biography of CHEKHOV (Faber. 30s.), by Mr. David Magarshack, that I would like to recommend to you with enthusiasm. Whether as a record of Chekhov's life, from his unhappy, brutalised childhood to the years of his great fame and his death a few hours after telling a funny and typically Chekhov story, or as a record of his opinions on drama and literature, and the divine common sense of his views on life and work, this book is full of treasures. In a letter his wife once asked him what he thought was the meaning of life, a demand which obviously irritated Chekhov as much as it would have you or me. "You ask me what life is?" he wrote to her. "It is like asking what a carrot is. A carrot is a carrot and nothing more is known." There are surprises in this book, too, as when Chekhov wrote about the Moscow Art Theatre's production of *The Cherry Orchard*, "One thing I can say: Stanislavsky has ruined my play for me." One of the main essences of Chekhov's character, his kindness, his reticence, his love of children and his respect for the human personality, is summed up in a sentence which he wrote to a relation: "People must never be humiliated—that is the main thing." He was a great man and this comes very near to being a great biography.

BERNARD BERENSON AT HOME: The distinguished art critic walking with his secretary through the grounds of his Florentine villa. Mr. Berenson is now eighty-eight years of age, and he has owned his famous villa I Tatti since 1900, gathering together there an unrivalled collection of books and art objects. He has made special provision in his will for Harvard students to benefit, having bequeathed his villa to Harvard University.

OF THEIR OWN CHOICE (Hodder and Stoughton. 12s. 6d.) is Captain Peter Churchill's account of his first secret mission to wartime France, and although he has written it with modesty and humour, the effect it has on the reader is rather one of excitement and even awe at the dangers described and the courage and insouciance with which they were faced. In his appreciation, Lieut.-General Sir Frederick Morgan has written about the men and women who pitted themselves "of their own choice" in lonely, deadly, personal combat against all the powers of Nazi darkness. Of this band Peter Churchill was one, and I cannot do better than quote Sir Frederick's words, that "So long as the Western stockpiles include a supply of what our American friends, with their addiction to slick terminology, speak of as 'intestinal fortitude,' and what we, in our clumsy, old-fashioned way, call 'guts,' then all can never be lost."

MADELEINE (Gollancz. 13s. 6d.) is another story of the Resistance, and of one of its most courageous figures. Jean Overton Fuller has written the story of her friend's life and heroic death at Dachau, in a book that is moving and inspiring in a high degree. Madeleine's real name was Noor Inayat Khan, and she was an officer in the W.A.A.F. when she was first secretly infiltrated into France in 1943. After many hairbreadth escapes she was betrayed to the Gestapo and arrested, though she fought like a tiger at that time, and was for a whole term of her imprisonment classed as a dangerous prisoner and was for a time kept in chains. Madeleine was posthumously awarded the George Cross and the Croix de Guerre with Gold Star.

To turn from the contemplation of that brief, tragic, yet inspiring life to the reflective memoirs of a writer is as great a contrast as could be imagined. THE JOURNEY OUTWARD (Faber. 21s.) is a first volume of autobiography by Mr. Maurice Collis, who writes with style and in great detail of his childhood in Ireland and at school at Maidenhead and Rugby, where he met his publisher incidentally, who now tells us that Mr. Collis's intellectual abilities at that time were inconspicuous. The author writes of his life at Oxford, where he got a first in history, and the years he spent in the Indian Civil Service in Burma. Here, and particularly in his evocations of the Burmese scene, he is at his best and his writing has something of the magic quality of good painting—an analogy that I feel is true, though I am not sure I could explain it. Altogether, the book is thoughtful, engrossed and, especially when it deals with the friends and the places the writer has loved, quite enchanting.

FIFTH CHINESE DAUGHTER (Hurst and Blackett. 15s.) is an autobiography, too, the account of Jade Snow Wong's first twenty-four years. Although she was born in San Francisco, it was to a family who still practised the Chinese traditional customs and rules, who spoke only Chinese and accepted the Confucian view of life. Jade Snow Wong is now one of the leading ceramic artists in America, but the great interest of her book is not so much her growing mastery of that medium but the constant adjustments that she has had to make between the Chinese and the American way of life. An engaging book and in its gay but decorous way, informative.

Mr. Frank B. Gilbreth's chapters of autobiography have all the crispness and good humour that one would expect from the part-author of *Cheaper by the Dozen*, and are very good fun. I'M A LUCKY GUY (Heinemann. 10s. 6d.) tells the story of Mr. Gilbreth's years in college (three of his sisters had already been and his five brothers might follow him so that he could not show the qualms he felt at this step), his first job as reporter on the *Herald Tribune*, and later on a paper in beautiful Charleston, where he went to be near the girl he later married. During the war Mr. Gilbreth was in the U.S. Navy, on the Public Relations personnel of which he has some extremely funny things to say, and after the war he went back to the paper in South Carolina. Whether it is his exploits or his recital of them that make one laugh so much I don't know. What I do know is that this book is as exhilarating as a well-made champagne cocktail.

Mr. Brian Fitzgerald has written the logical sequel to his interesting book on Irish history, *The Geraldines*, in THE ANGLO-IRISH (Staples. 25s.), who were the successors to that aristocracy, and who for hundreds of years dominated the scene in Ireland. To illustrate three phases of their rise to power, Mr. Fitzgerald has chosen the figures of Cork, the capitalist settler, Ormonde, the aristocratic landlord, and Swift, the Protestant patriot. Their story is the story of 150 years of Irish history, and told with the authority and grasp of one who is possibly the leading modern historian of Ireland.

RAVENS AND PROPHETS (Wingate. 15s.) is an account of journeys in British Columbia, Alberta and Southern Alaska, by Mr. George Woodcock, a young Canadian, most of whose earlier travels had been in literary Europe, but who returned to his native land a few years ago to travel around it extensively, to cross its borders in at least a couple of directions, and to write a very lively travel book which, to most of us, opens up a huge new tract of country to our knowledge and speculation.

AUTOBIOGRAPHY (Arthur Barker. 12s. 6d.) was first published nine years ago and is the work of that exceptional writer, Margiad Evans, who writes here more of the phenomena of nature than of herself, and who shows with a beautiful and almost bewitched simplicity how an intelligent and restless human being may find a degree of peace in identifying herself with the natural universe. At the same time Margiad Evans's new book, A RAY OF DARKNESS (Arthur Barker. 12s. 6d.), has also been issued, and the reader will discover that they are indeed complementary. Since the earlier book the writer has become an epileptic, and in these pages she forces herself to remember and analyse the onset and passing of the affliction with great courage and perception. This, indeed, is another kind of heroism.

The autumn novels continue to come thick and fast, and to be in the main exceedingly readable. Such is their quantity, I have had to hold over notes on a number of them, but here are two which should not be missed. First of all, there is Mr. Joyce Cary's new novel, PRISONER OF GRACE (Michael Joseph. 12s. 6d.), which manages to do two things and to do them well, such is this author's talent. On one side this is the story of a woman's life and her two fantastic, alternating love-affairs, as told by herself, and on the other it is a picture of the social and domestic changes in England in this century. It is, in fact, as rich as plum cake and to be absorbed with as much discretion

SPARK OF LIFE (Hutchinson. 12s. 6d.) is a new novel by Erich Maria Remarque, translated from the German by James Stern. The setting is a German concentration camp in the spring of 1945, and the theme the indomitable will to live that can exist in the face of years of starvation, illness, torture and degradation. It is powerful and often shocking reading

Six Other New Publications

HUNTING SKETCHES (Ernest Benn. 15s.), *by Anthony Trollope, first published in 1865, has been revived with an introduction and illustrations by Lionel Edwards, R.I.*

SEVEN ROYAL AND ANCIENT BURGHS OF SCOTLAND (Chantry Publications. 12s. 6d.), *Their Past and Present, by John Bowman, is illustrated with photographs by Robert L. Adam.*

The second edition of **CEZANNE, A STUDY OF HIS DEVELOPMENT,** *by Roger Fry, is published by the Hogarth Press at 15s.*

TARGET ARCHERY (Hutchinson. 35s.), *by Robert P. Elmer includes a history of archery in America and an additional appendix covering Records in British Archery to 1951.*

AN INVENTORY OF THE HISTORICAL MONUMENTS IN DORSET, VOL. I—WEST (Her Majesty's Stationery Office. 63s.), *is the work of the Royal Commission on Historical Monuments.*

The new edition of **DANCE AND DRAMA IN BALI** (Faber. 63s.), *by Beryl de Zoete and Walter Spies, with a preface by Arthur Waley, contains 134 illustrations.*

GORDEY ON RUSSIA

A Frenchman's Strictly Factual Survey

At one time books about everyday life in Soviet Russia, some of them based on short journeyings and some on a wider acquaintance with the newly revolutionised land, were inclined to become a commonplace. Now, so great is the barrier, they are a rarity, and the publishing world has lately tended to concern itself with the tortuous paths of Soviet espionage. Here, however, is one of those rarities, for in VISA TO MOSCOW (Victor Gollancz. 21s.), Michel Gordey, Foreign Correspondent of the *France Soir*, has set down unemotionally, and with an obviously painstaking regard for fact, all that he saw and heard during sixty-three days spent recently in the Soviet Union. M. Gordey planned to waste no time once he had obtained his visa, for being Russian-born he had complete command of the language; but in Moscow he found himself thwarted repeatedly not only by Soviet Ministerial secretiveness, but by the secretiveness of Russian citizens when seen in public with anyone like M. Gordey, whose clothes were of obvious Western cut and whose whole manner apparently betokened contact with the Western world. During his stay M. Gordey never quite surmounted this particular barrier, but he did manage to see a great deal and, as a reporter very much on his guard against being misled or jumping to false conclusions, probed as deeply as his knowledge and experience would allow; although sometimes that knowledge and experience are patently lacking, as witness in his assessment of a secondary school. In his walks abroad in Moscow, M. Gordey was struck by the gaiety, allied to good order, of the people generally, although noting by the way that the vodka-drinking habits of the people are as carefree as ever. Even ten o'clock in the morning is not too early for a citizen to purchase and consume on the spot 10½ ozs. of Russia's special brand of liquid sunshine. The enthusiasm for soccer is apparently immense, and a visit to the Dynamo Stadium, where the Dynamos were playing the Torpedoes (the team of the Stalin Factory) produced very much the sort of reactions a Russian would probably have at White Hart Lane or Stamford Bridge. M. Gordey devotes several chapters to Soviet prices and the standard of living, and his brief survey of purchasing power, the result of very energetic inquiry, is really admirable, being rendered not into dollars, francs or pounds, but work hours. A kilo of black bread, for instance, represents 17 minutes work, and a litre of vodka 9 hours. A kilo of potatoes represents 10 minutes and a kilo of the cheaper beef less than 2 hours. A cotton dress represents about 20 to 25 hours, and for a large luxury car the Soviet citizen must toil for close on 12,000 hours. Altogether, this is a most enthralling book, and M. Gordey, who travelled as widely as he was allowed, visiting Tiflis and Leningrad among other places, is to be congratulated in all that he achieved in the space of nine weeks. He has brought news to the Western world at a moment when it is starved of reliable information about the Soviet Republic but fed with much misinformation. Above all, he has sought throughout to exclude from his volume everything that he deems to be propaganda. He has neither dwelt at ponderous length on the mysteries of the Slavic soul nor upon the machinations of the secret police. He has reported simply, factually and well.

E. Fitch Daglish, who is widely known as an artist and naturalist, has combined his talents to write and illustrate a new volume on ENJOYING THE COUNTRY (Faber and Faber. 18s.). The scheme of the book embraces the cycle of the seasons and is an invitation to all who live in or visit the country to use their eyes and ears to discover what is going on about them at different times of the year.

In ANIMAL FORMS AND PATTERNS (Faber and Faber. 25s.), Adolf Portmann answers many fascinating questions about animal life. Like Mr. Daglish, this author opens our eyes to the beauty of nature's forms and patterns. A series of superb line drawings by Sabine Baur emphasise points made in the text.

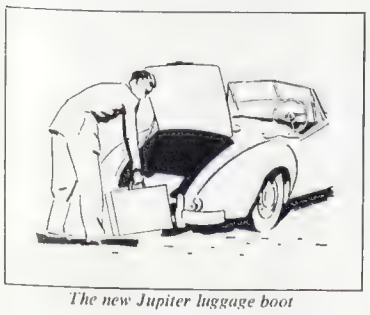
The depredations of the Mau Mau, the secret anti-European Society now at work in Kenya, where native political unrest is manifesting itself in acts of monstrous violence, focus attention on East Africa and its problems. Mona Macmillan, who in 1949 accompanied her husband, Professor Macmillan, on a tour of Uganda and Kenya, travelling mainly under the ægis of the Labour and Agricultural Departments of these colonies, and who toured Tanganyika with her husband in 1950, has now produced an admirable account of those journeyings under the title INTRODUCING EAST AFRICA (Faber and Faber. 21s.). The author's range of contacts has been extremely wide, and many will feel at the end of this well-knit volume that she really gives us the background against which constitutional progress must be set.

Two illustrated volumes on kindred subjects from the same publishing house are THE RIDING INSTRUCTOR, by Piero Santini (Country Life. 18s.), and THY SERVANT THE HORSE (Country Life. 35s.), written and illustrated by Lionel Edwards. Piero Santini is a Major of the Italian Cavalry Reserve, and has written his book specifically for the beginner. Lionel Edwards's book is really a tribute to generations of willing horses, the roads they have travelled and the vehicles they have pulled.

JAVELIN

JUPITER

The Javelin now has the new Series III engine which retains the Javelin's well proved horizontally opposed principle but incorporates the modifications resulting from five years of successful international competition work and strenuous overseas use.



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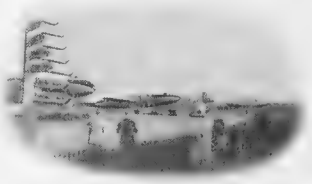

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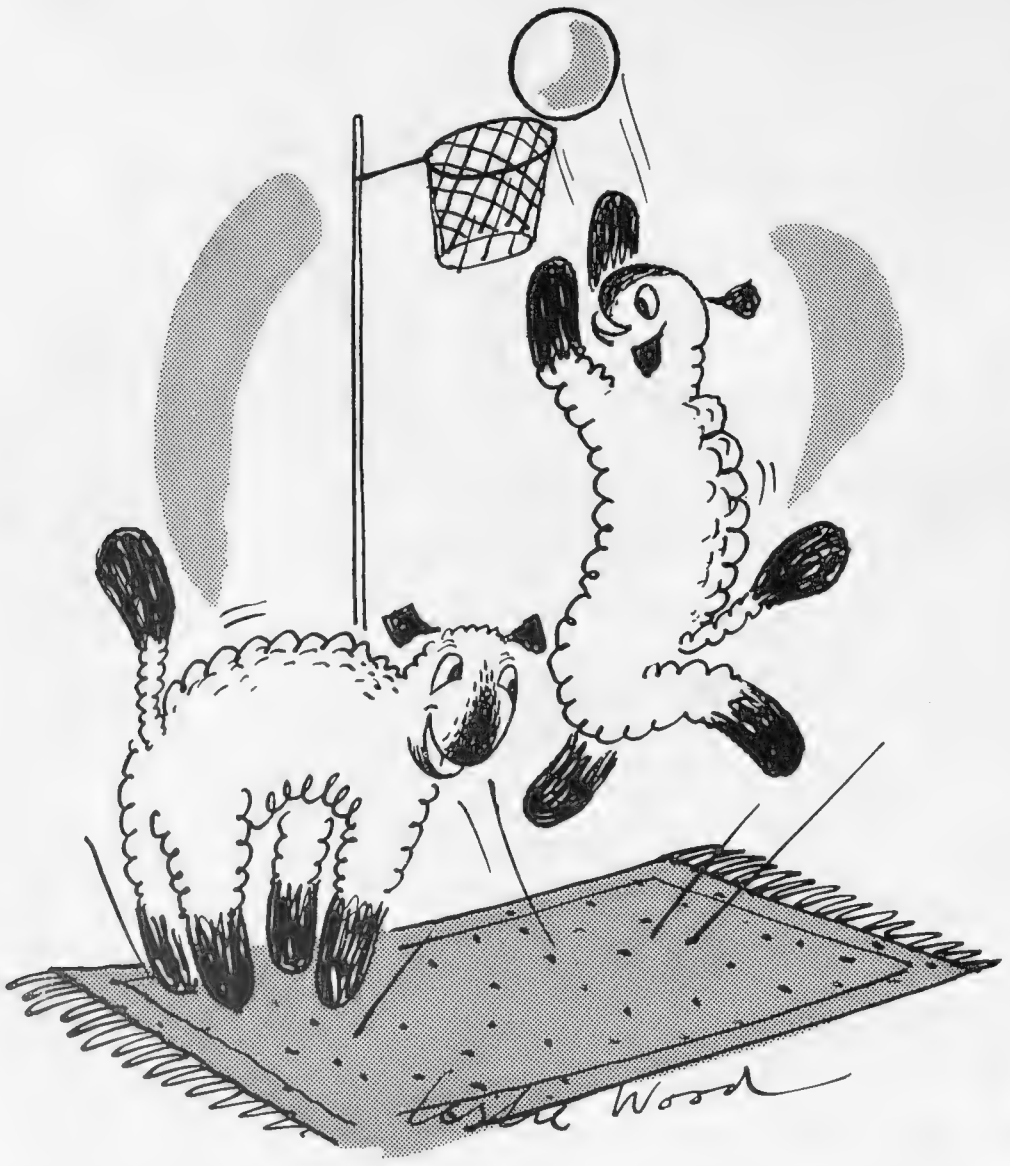

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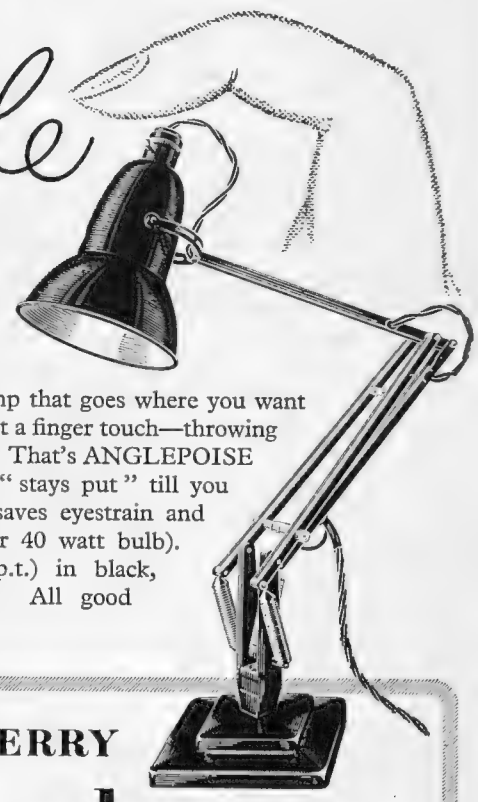

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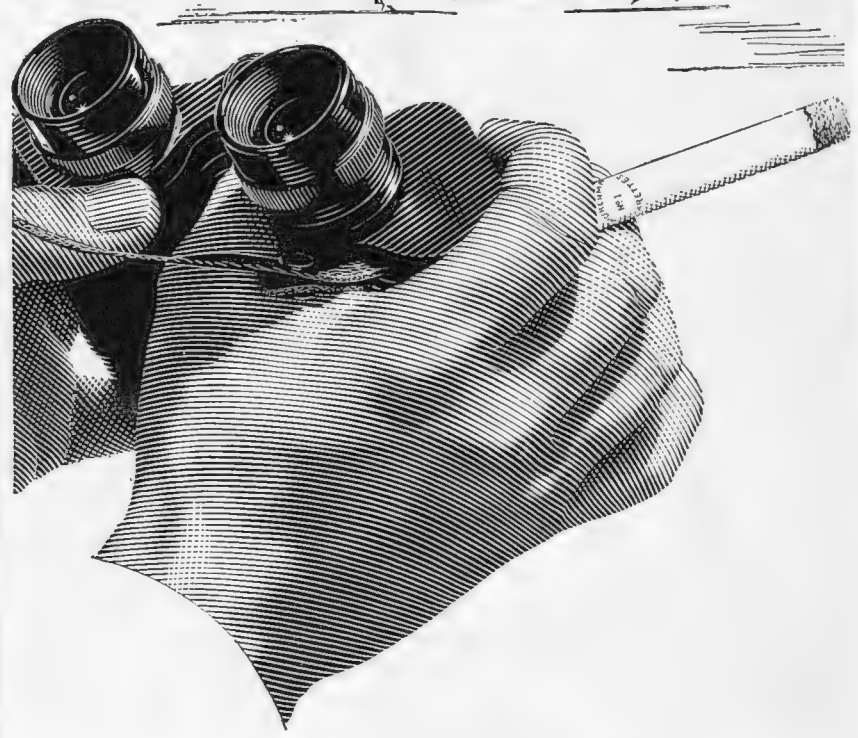

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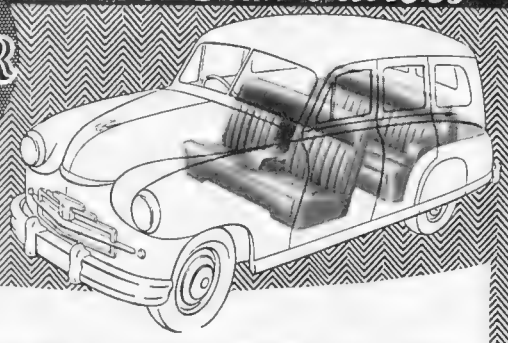

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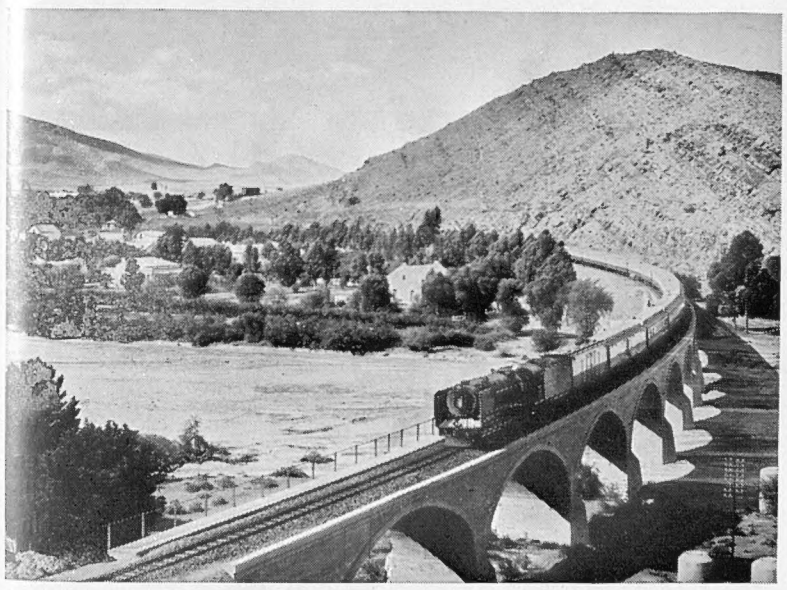

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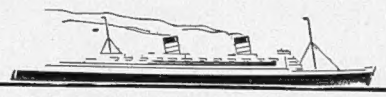

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